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LAND USE SURVEY & ANALYSIS LAND DEVELOPMENT PLAN



CHERRYVILLE, NORTH CAROLINA



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LAND USE SURVEY & ANALYSIS LAND DEVELOPMENT PLAN



CHERRYVILLE, NORTH CAROLINA

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PREPARED FOR:

THE CITY OF CHERRYVILLE, NORTH CAROLINA

Aaron B. Moss, Mayor

Lawrence A. Parker, City Manager

CITY BOARD OF COMMISSIONERS

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William Barger

Martell Beam

Tom White

TECHNICAL ASSISTANCE FROM:

THE STATE OF NORTH CAROLINA
DEPARTMENT OF CONSERVATION & DEVELOPMENT
DIVISION OF COMMUNITY PLANNING

George J. Monaghan, Administrator

PIEDMONT AREA OFFICE, SALISBURY, N. C.

Charles L. Sellers, Director

*Mathey A. Davis, Community Planner

Perry Whisnant, Draftsman

M. Eileen Antosek, Secretary

*Responsible for project

April, 1967

Price: \$1.00

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PREFACE

In order to provide a desirable physical environment for the people who live in an area it is necessary to anticipate how many will be living in the area, what needs they will have, and how many will utilize the land and its resources to fulfill their needs. This is the purpose of planning.

Two major studies are required to provide the basic information necessary to formulate and, subsequently, implement the planning program. The Population and Economy Study has been completed. In it are the elements that provide the framework for this study -- The Land Use Survey and Analysis and Land Development Plan. These latter two planning elements form the greatest proportion of Cherryville's comprehensive plan. Forthcoming studies will supplement those previously prepared by analyzing and proposing more specific means of implementation.

LAND USE SURVEY & ANALYSIS



SECTION I

LAND USE SURVEY AND ANALYSIS

INTRODUCTION

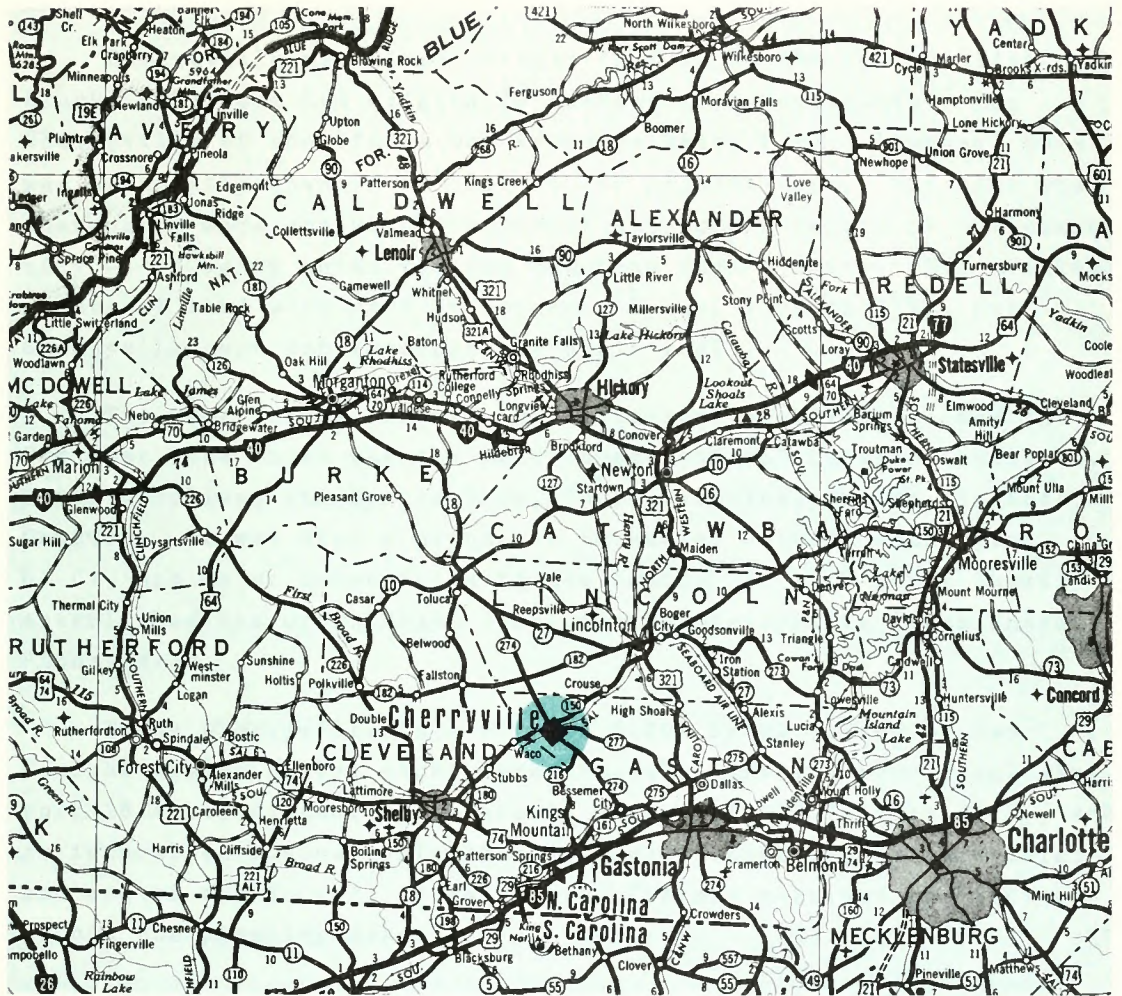
This study is designed to provide basic information on land characteristics and the various activities that occupy land in Cherryville's planning area. The data are used in analyzing the current pattern of land use and serve as the basic framework for formulating the long-range Land Development Plan.

Cherryville's growth in the past has been steady but haphazard, resulting in confused street patterns, irregularly shaped and inadequately sized lots, mixed land uses, etc. It is, however, possible for Cherryville to direct its future development along orderly lines. Such direction can result in a more prosperous, more efficient and more attractive community.

The area to be discussed includes the City of Cherryville and the surrounding area up to a distance of one mile in all directions from the corporate limits. This is called the "planning area". Both the city and the "fringe area" have been, for study purposes, divided into "study areas". Delineation of study areas was based on certain characteristics such as population, income, education, housing, and to a certain extent, topography. This was done to facilitate the preparation of future studies and to provide a basis for comparisons.

Following sections of this report will analyze the pattern and intensity of existing land uses and the interrelationships that exist between them. This will help determine the degree of compatibility that exists and to what extent certain corrective measures may be expected to help resolve immediate and future problems.

Also analyzed will be the potential of vacant land for development. This will include the most desirable arrangement and development of areas for residential, social and cultural, commercial and industrial uses.



SOCIO-ECONOMIC TRENDS

BACKGROUND

Cherryville was first settled in 1762 by the Scotch-Irish Black family who had originally settled in Pennsylvania. The Cherryville of the 1700's was known as White Pines; however, this was officially changed in 1881 to the present name. The name was changed to more accurately describe the scenic nature of the community -- it being noted for its numerous cherry trees. The original grants of land were made by Governor Samuel Ashe in 1792, but Cherryville was not incorporated until 1881.

The most famous landmark of historical significance was the Old Post Road which was the main "thoroughfare" between Charlotte, North Carolina, and Spartanburg, South Carolina, during the 18th Century. It was also a principal connector between Washington, D. C., and major communities to the south. In 1853 Henry Summit established his Cross Roads Store in the Cherryville (then White Pines) area.

Today Cherryville is a city of 4,000 being served by two freight trains daily, eight motor freight lines, a commercial airport 28 miles distant which has in excess of 100 flights daily, and an interstate highway only 15 miles away. Eight major industries and one of the South's largest motor freight carriers are located within the planning area.

PHYSICAL SETTING

Cherryville is located in the northwestern "panhandle" section of Gaston County about fifty miles southeast of the Appalachian Mountains. The mountain range provides an effective barrier to the cold winter air which frequently moves down from Canada. Winters are mild with a period of only three or four nights at a time below

freezing temperatures. Average January temperature is 42 degrees. July and August are the warmest with temperatures in the 90's for several days at a time. Average July temperature is 79 degrees. The average growing season is 228 days.

Rainfall averages 45 inches yearly and snowfall averages four inches. Precipitation is usually well distributed throughout the year with most rainfall occurring during the middle of the growing season whereas the driest months are during the fall harvest season. Prevailing winds are usually from the southwest although northeasterlies prevail in some autumn months. Average wind speeds near the ground are about eight miles per hour.

More than half the daylight hours in winter are sunny, and more than two-thirds in summer and early fall. Relative humidity averages less than 70 per cent, varying from about 50 per cent at midafternoon to 85 per cent at sunrise on a typical day.

The rock underlying the Cherryville area is predominately the Cherryville Quartz, Monzonite, and a mica schist and gneiss schist complex. The soil depth averages 56 feet and the deepest is about 94 feet.

Based on records from 38 wells located within about three miles radius of downtown Cherryville, the depths range from 125 to 450 feet and have a median of 180 feet. Yields range up to 114,000 gallons per day (gpd) and have a median yield of 36,000 gpd. Many of the wells were drilled for convenience and are not necessarily in the best location for yield. Water quality is good, being reasonably low in dissolved solids (averaging about 100 parts per million) and is moderately soft (containing about three grams of hardness).

Several industries in Cherryville depend upon ground water for their needs. Included among these are Carlton Mills, Dora Yarn Mills, Howell Manufacturing Company, and Nuway Spinning Company. The city has not used wells for its water supply since 1961.

The Cherryville area is drained by both the Catawba and the Broad River. (See Map 2.) Most of the county is drained by the Catawba River which flows south along the east boundary. The main tributaries of the Catawba flow southeastward across the general trend of the rocks and for the most part are not noticeably influenced by any differential resistance of rocks to erosion. The tributaries are closely spaced, resulting in a fine-textured drainage pattern and the absence of extensive, flat interstream areas. Most of the streams have fairly short, steep courses and consequently are rather swift. Some of the streams have incised their valleys as much as 200 feet below the upland and, as a result, the topography near the streams is quite hilly. Conversely, the Broad River Basin in the western section of the Cherryville area is rather low and not particularly noticeable. It is characterized mainly by undulations rather than steep inclines or ravines.

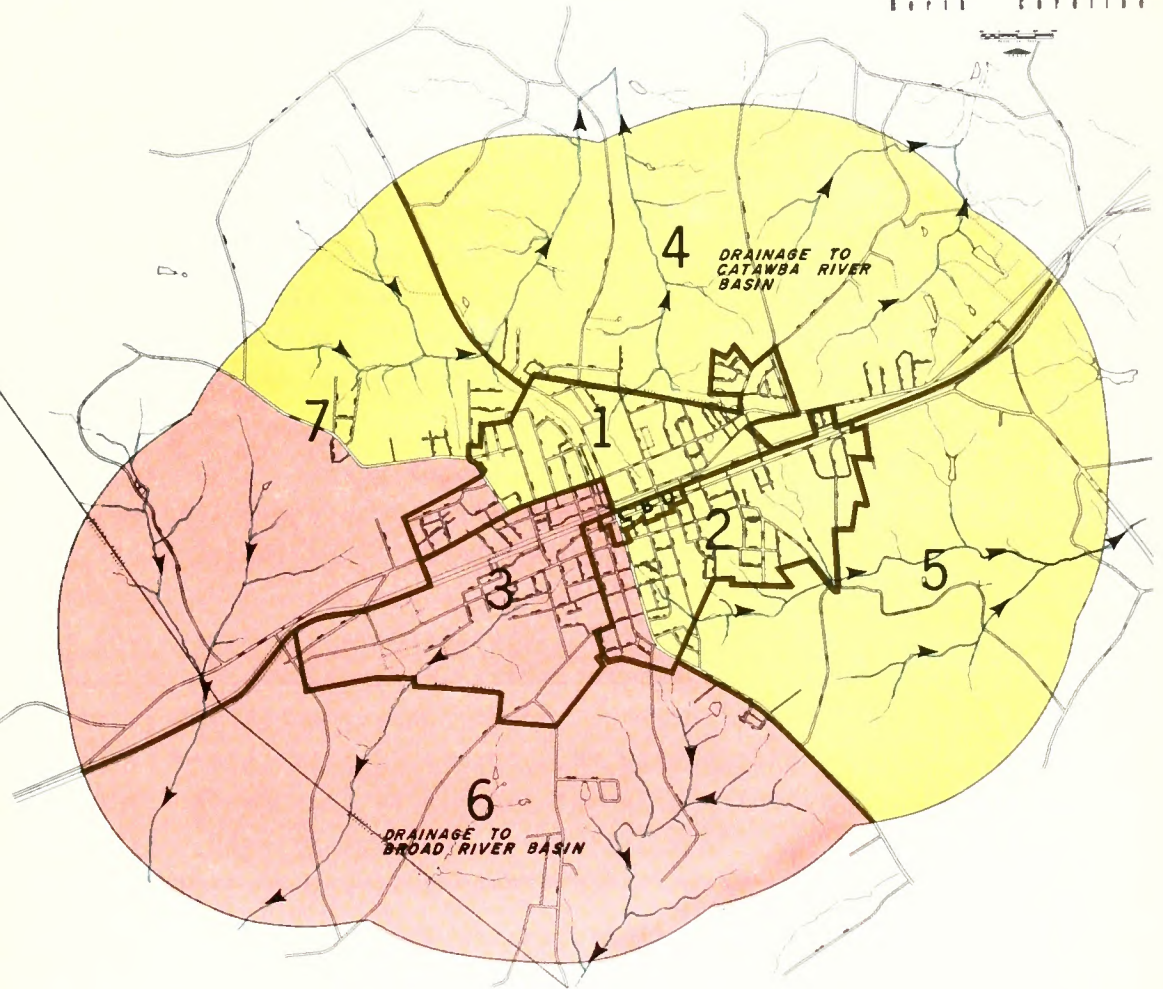
The surface soils consist primarily of "Cecil coarse sandy loam" which is a deep, well-drained upland soil, with moderately coarse-textured surface soils over fine clay subsoils. The dominant slope ranges from 2 to 25 per cent. Their suitability for septic tank fields is good with no major problems. Other soil types found within the Cherryville area are: Durham coarse sandy loam, Cecil sandy loam, Meadow, and Cecil fine sandy loam. All are suitable for septic tank fields.

ECONOMIC BASE

Factors relative to Cherryville's economic base are treated at length in the recently prepared Population and Economy Study. However, a brief summary of the more important factors are included here in order to present framework for the Land Use Analysis and the Land Development Plan.

Study Areas & Drainage Areas

Cherryville
North Carolina



Prior to 1891, when Cherryville's first cotton mill become operational, agriculture was the primary industry. Since that date Cherryville has become one of the most industrialized municipalities within Gaston County, with eight large textile industries, a large trucking firm and more than 2,500 persons employed by these nine industries alone. Although the local manufacturing establishments are primarily involved in textiles, they are producing a varied assortment of textile products; therefore, Cherryville cannot be classified as a "one-mill" community.

The rather modest educational attainment of Cherryville's residents -- 8.5 median school years completed -- also lends itself to an industrially based economy. Obviously, the local industry has a great need for "blue collar" workers and this type employee is characterized by the tendency to forego additional formal education.

The median family income of \$4,422 annually indicates that Cherryville, compared to neighboring communities such as Shelby (\$2,124), Lincolnton (\$3,847), Kings Mountain (\$2,662), has a rather well-balanced income distribution -- another plus factor for the overall economic picture. This may, to some extent, be offset by the large out-migration of the 20-44 age group which constitutes the young working force. Obviously, industrial diversification would create a demand from within this age group, particularly for those with skills not normally associated with the textile industry. Diversification, therefore, would assist in reducing out-migration of young, productive workers.

The number of retail establishments, retail sales, payrolls and the number of employees have all generally increased. (Number of Establishments 6.2%, Sales 11.4%, Payroll 26.0%, Number of Employees 5.0%, from 1958 to 1963.) Also, wholesale trade (in terms of dollar volume) is expected to continue to increase proportionately. These trends add to the soundness of the local economy and are indices of what is to be expected in the future.

POPULATION TRENDS

Cherryville's population increased from 1,153 in 1910 to 4,056 in 1965. While this growth rate has not been spectacular, it has been consistent and shows every indication of continuing at a steady rate. The general trend is toward increased numerical proportions of children, older working force and aged, with a corresponding decline in the proportions of the young working force aged 20 through 44.

Population projections, based on past trends, economic indicators, and present growth patterns, estimate Cherryville's future population to be 6,259 by 1985. This is an increase of 500 persons over the projected 1985 population of 5,759 as stated in the Population and Economy Study due primarily to scheduled annexations and the general growth potential of Cherryville. (Approximately 570 will be added to the population as a result of a two-stage annexation program which is scheduled for December 31, 1966 and December 11, 1967.) As population factors are the principal components for programming present and future land use needs, examination of the projected population trends is necessary in order that the comprehensive planning program may be based on logical assumptions in addition to applicable standards.

As evidenced by the calculations shown in Table 1, Cherryville's population growth rate should continue unabated. This single factor is sufficient to provide the stimulus necessary for continued growth.

Table I POPULATION TRENDS AND PROJECTIONS

Year	Cherryville	Fringe Area	Planning Area
1910	1,153		
1920	1,884		
1930	2,756		
1940	3,225		
1950	3,492		
1960	3,607	2,224 ^{1/}	5,831 ^{1/}
1965	4,056 ^{2/}	2,472 ^{3/}	6,528
1975	5,145	2,217	7,362
1985	6,259	3,105	9,364

^{1/} Estimated

^{2/} Based on special census, 1965

^{3/} Based on land use survey

Source: U. S. Census, and N. C. Division of Community Planning

TABLE 1 (a) STUDY AREA POPULATIONS AND PROJECTIONS

Study Area	Population			
	1960 ¹	1965 ²	1975 ³	1985 ³
1	1,299	1,316	2,083	2,373
2	1,419	1,695	1,854	2,286
3	899	1,037	1,204	1,600
CBD	NA ^{4/}	8	4	0
Total City	3,607	4,056	5,145	6,259
4	852*	921	479	597
5	428*	473	520	789
6	423*	481	552	834
7	521*	597	666	885
Total Fringe Area	2,224*	2,472	2,217	3,105
Grand Total	5,831*	6,528	7,362	9,364

NA= Not Available

* Estimated

1/ 1960 Census

2/ 1965 Special census and 1966 land use survey adjusted

3/ Anticipated by N. C. Division of Community Planning

4/ Included in Area 1

Source: U. S. Census, and N.C.Division of Community Planning

LAND USE CHARACTERISTICS

The land use data hereinafter discussed was obtained by a "windshield survey" by Division of Community Planning personnel during June, 1966. The purpose of the survey was to determine the pattern of existing land uses and the exterior condition of residential structures. Each use of the land within the planning area was surveyed, recorded on an Existing Land Use Map (Map 3), and classified as either Residential, Social and Cultural, Business and Service, Manufacturing, Transportation, or Vacant, with appropriate sub-classifications. This inventory is categorized and analyzed in the following sections.

Because of the extensive size of the planning area it was impossible to present detailed categories on Map 3; the broad land use categories, however, are shown. More detailed analyses are presented within the text for each category. Table 2 gives a detailed breakdown of the developed acreage which is devoted to various land uses in each of the study areas and Table 3 gives a percentage breakdown of each study area's uses. Map measurements were made and "rounded" to the nearest tenth of an acre.

Examination of Tables 2 and 3 reveal that while 41 per cent of Cherryville is vacant, more than 87 per cent of the fringe area is classified as vacant. Although the vacant classification does include areas such as farms and creek bottoms, the amount of land in these uses is not large enough to warrant more than cursory recognition. Therefore, it becomes apparent that the entire planning area (79.6 per cent vacant) contains plenty of room for urban expansion and development. Certain areas, however, because of proximity to municipal services or other qualities, have more potential for urban development than do others. The capabilities of the land will be considered in analyzing future requirements.

TABLE 2 EXISTING LAND USE ACREAGE BY STUDY AREA

Classification	Study Area							Grand Total	Inside City	Fringe Area	
	1	2	3	4	5	6	7				CBD
Single-Family	135.6	153.2	106.7	143.6	59.2	74.4	82.3	1.4	756.4	396.9	359.5
Two or More Family	2.5	2.5	3.4	2.0		.6			11.6	8.4	3.2
Mobile Homes	2.1	4.2	1.2	2.8	3.9	3.9	.2		18.3	7.5	10.8
Education	10.7	18.2	1.6	13.0					43.5	30.5	13.0
Religion and Recreation	30.7	11.6	.7	113.6	.3	1.2	.5		158.6	43.0	115.6
Retail Trade	4.5	2.3	1.8	1.9	1.7	1.7	1.2	5.7	20.8	14.3	6.5
Personal Services	4.6	1.6	.4	.4		.4	.7	1.4	9.5	8.0	1.5
Business Services	.3	.8	.1			.2	1.0	.6	3.0	1.8	1.2
Professional and Governmental	1.8		.6		4.3	.8		1.7	9.2	4.1	5.1
Manufacturing	22.2	13.5	29.0	4.5	1.1	2.4		.4	73.1	65.1	8.0
Transportation	6.4	1.3	.2	25.2				1.7	34.8	9.6	25.2
Paved Roads	39.1	45.4	27.6	47.0	33.6	29.9	34.4	3.7	260.7	115.8	144.9
Unpaved Roads	10.5	5.0	12.3	10.8	11.0	12.2	17.9		79.7	27.8	51.9
Railroads	9.7	8.6	27.0	16.2	13.2	13.2	20.9	2.9	111.7	48.2	63.5
Vacant Land	110.2	137.9	275.8	1272.9	1265.5	1741.9	1363.5	.4	6168.1	524.3	5643.8
Study Area Total	390.9	406.1	488.4	1653.9	1393.8	1882.8	1523.2	19.9	7759.0	1305.3	6453.7

Source: N. C. Division of Community Planning

Source: N. C. Division of Community Planning

TABLE 3 EXISTING LAND USE PERCENTAGE BY STUDY AREA

Classification	1	2	3	4	5	6	7	CBD	Grand Total	Inside City	Fringe Area
Single-Family	34.7	37.7	21.8	8.7	4.2	4.0	5.4	7.1	9.8	30.4	5.6
Two or More Family	.6	.6	.7	.1		*	*		.1	.6	*
Mobile Homes	.5	1.0	.2	.2	.3	.2	*		.2	.6	.2
Education	2.7	4.5	.3	.8					.6	2.3	.2
Religion and Recreation	7.9	2.9	.1	6.9	*	.1	*		2.0	3.3	1.8
Retail Trade	1.2	.6	.4	.1	.1	.1	.1	28.6	.3	1.1	.1
Personal Services	1.2	.4	.1	*		*	*	7.1	.1	.6	*
Business Services	.1	.2	*			*	.1	3.0	*	.1	*
Professional and Governmental	.4		.1		.3	*		8.5	.1	.3	.1
Manufacturing	5.7	3.3	5.9	.3	.1	.1		2.0	.9	5.0	.1
Transportation	1.6	.3	*	1.5				8.5	.4	.7	.4
Paved Roads	10.0	11.2	5.7	2.8	2.4	1.6	2.3	18.6	3.5	8.9	2.2
Unpaved Roads	2.7	1.2	2.5	.7	.8	.6	1.2		1.0	2.1	.8
Railroads	2.5	2.1	5.6	1.0	.9	.7	1.4	14.6	1.4	3.7	1.0
Vacant Land	28.2	34.0	56.5	76.9	90.9	92.5	89.5	2.0	79.5	40.2	87.5
Study Area Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
Per Cent of Planning Area											
Total	5.0	5.2	6.3	21.3	18.0	24.3	19.6	.3		16.8	83.2

*Less than one-tenth of one per cent

Source: N. C. Division of Community Planning

Table 3A GENERALIZED EXISTING LAND USE ACREAGE AND PERCENTAGES

Study Area	Residential		Social & Cultural		Business & Service		Manufacturing		Transportation		Vacant		Total	
	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%
1	140.2	1.8	41.4	.5	11.2	.1	22.2	.1	65.7	.8	110.2	1.4	390.9	5.0
2	159.9	2.1	29.8	.4	4.7	.1	13.5	.2	60.3	.8	137.9	1.8	406.1	5.2
3	111.3	1.4	2.3	*	2.9	*	29.0	.3	67.1	.9	275.8	3.6	488.4	6.3
CBD	1.4	*			9.4	.1	.4	*	8.3	.1	.4	*	19.9	.3
Total City	412.8	5.3	73.5	.9	28.2	.4	65.1	.8	201.4	2.6	524.3	6.8	1305.3	16.8
4	148.4	1.9	126.6	1.6	2.3	*	4.5	.1	99.2	1.3	1272.9	16.4	1653.9	21.3
5	63.1	.8	.3	*	6.0	.1	1.1	*	57.8	.8	1265.5	16.3	1393.8	18.0
6	78.9	1.0	1.2	*	3.1	*	2.4	*	55.3	.7	1741.9	22.4	1882.8	24.3
7	83.1	1.1	.5	*	2.9	*			73.2	.1	1363.5	17.6	1523.2	19.6
Total Fringe	373.5	4.8	126.6	1.7	14.3	.2	8.0	.1	285.5	3.7	5643.8	72.7	6453.7	83.2
Grand Total	786.3	10.1	202.1	2.6	42.5	.6	73.1	.9	486.9	6.3	6168.1	79.5	7759.0	100.0

Note: Percentages are based on planning area total acreage.

*Less than one-tenth of one per cent.

Source: N. C. Division of Community Planning

GENERALIZED EXISTING LAND USE

CHIPPYVILLE
1970



LEGEND

- RESIDENTIAL
- SOCIAL & CULTURAL
- BUSINESS & SERVICE
- MANUFACTURING
- TRANSPORTATION

PRESENT USE OF LAND

RESIDENTIAL USES

In analyzing residential land usage for the Cherryville planning area the following qualitative standards were recognized:

1. Residential areas should be small enough to retain individual identities with regard to economic and social indices, yet should be large enough to form neighborhoods that are easily serviced by community facilities.
2. They should be located so as to be free from incompatible industrial and commercial uses and designed to maintain desirable residential densities.
3. Vehicular access should be provided to areas of employment, shopping, and cultural activities, yet the internal street system should be designed to discourage through traffic.
4. The natural character of the land should be preserved wherever possible in order to retain distinctive qualities, yet it should be well-drained and free from flooding. Also, terrain should not be so rugged as to necessitate excessive capital expenditures for installation of roads and utilities.

One example of an area that has retained its individual identity, yet is easily serviced by community facilities, is the development east and southeast of East Elementary School (Kenwood, Spring, Hawthorne, and Marshall Street vicinity). Others include the Ranbar, Jane and Celja street area, the Vista and Woodvale area, and the development along Pine Grove Avenue, Hillcrest Street, and Brookwood Street.

Examples of developments that are incompatible with neighboring uses include the residential areas around Dora Mill, Dixie Lumber Company, and those in the Nuway Spinning, Pinnacle Spinning, Howell Manufacturing, and Cherri-Knit area.

Adequate vehicular access has been provided most residential areas although there is a noticeable lack of east-west through streets in the northern and southern areas of Cherryville.

The natural character of the land has been preserved in most residential areas. This characteristic of the home building segment of Cherryville's industry is most commendable and should be stressed to attract new growth to the general area.

Densities

Within Cherryville, more of the developed acreage is used for residential purposes than any other uses. Almost 397 acres (50.8 per cent of the developed acreage) are devoted to this usage. The fringe area, characterized predominantly by vacant or farmed land, has about 360 acres (44.5 per cent of its developed acreage) devoted to residential use. The entire planning area has 756.4 acres (47.5 per cent of the developed area) being utilized for residential purposes.

Table 4 provides a "breakdown" of residential structural types (single-family, two or more family and mobile homes) for Cherryville and its planning area by study areas. It is obvious that the entire planning area (and each study area) is overwhelmingly characterized by single-family dwellings. Of the 1,274 residential structures within Cherryville, only 78 (or 6.1 per cent) are of another type. Within the fringe area, 27 (or 4 per cent) of the 652 structures are other than the single-family type.

Two or more family structures are most common in Study Area 3. This is due, in part, to the mill village and the past tendency of such developments to have high population densities. However, even in Study Area 3, single-family structures are dominant with 93.5 per cent being in this classification.

TABLE 4 RESIDENTIAL STRUCTURAL TYPES

Study Area	Single Family	Per 1/	Two or More Family	Per 1/	Mobile Homes	Per 1/	Total
	Number	Cent	Number	Cent	Number	Cent	
1	390	94.4	9	2.2	14	3.4	413
2	498	93.6	9	1.7	25	4.7	532
3	304	93.5	13	4.0	8	2.5	325
CBD	4	100.0					4
Total City	1,196	93.9	31	2.4	47	3.7	1,274
4	245	96.8	2	.8	6	2.4	253
5	124	95.4			6	4.6	130
6	121	91.7	1	.7	10	7.6	132
7	162	98.8	1	.6	1	.6	164
Total Fringe	652	96.0	4	.6	23	3.4	679
Grand Total	1,848	94.6 ^{2/}	35	1.8 ^{2/}	70	3.6 ^{2/}	1,953

1/ Per Cent of Study Area's Residential Structures

2/ Per Cent of Planning Area's Residential Structures

Source: N.C. Division of Community Planning

Although no information was available as to the past "history" of mobile homes within Cherryville, the present trend is one of increasing proportions of such housing. At the time of the land use survey, mobile homes comprised 3.7 per cent (47 of 1,274) of the residential structures within the city and 3.4 per cent (34 of 679) in the fringe area. The mobile homes are being located, primarily, on individual lots or in association with a single-family unit rather than in mobile home parks.

Knowledgeable officials and residents of the area state that the lack of rental housing (and low-rental housing to a certain extent) combined with a demand for industrial workers is creating

an increasing demand for mobile homes. Other than Study Areas 6 and 7, which contain the most (10) and fewest (1) mobile homes, respectively, the distribution is fairly well dispersed. If, however, the present trend continues and there is no evidence that the demand will lessen, residential densities will be increased by the influx of mobile home occupants, thereby resulting in a reduction of privacy, and decreased property values for the neighboring low-density residential areas.

The Committee on the Hygiene of Housing of the American Public Health Association recommends that lots for single-family dwelling units be no smaller than 6,000 square feet (permitting seven families per net residential acre). As shown in Table 5, residential densities are considerably less than this standard. If the Cherryville area is to maintain its rather low-density residential development pattern yet also provide rental housing or areas for mobile homes, action must be taken in the immediate future. It is therefore obvious that housing density becomes extremely important in connection with both future planning and zoning. As evidenced by Table 5, residential densities in the planning area have yet to approach the allowable maximum. Note, however, that the densities are shown for Study Areas, and is thereby more generalized than block census data would be. Since densities have not been computed by blocks, reference must be made to the Existing Land Use Map (Map 3), in order to locate those areas which are approaching or have exceeded the maximum density.

One such "pocket" is found in Study Area 1 in the vicinity of Brown, Black and White Streets. Two more "pockets" are located in Study Area 2: along Black and Huss Avenues, and the non-white area in the vicinity of South Mountain, Bond and South Mulberry Streets. No additional housing should be allowed in these areas and removal of dilapidated structures would assist

in relieving the existing crowded conditions.

Excluding the above mentioned areas, Cherryville and its environs are generally characterized by residential sprawl and "leap frog" development. It is scattered in all directions and has bypassed areas that were not, at the time of development, obtainable or desirable for residential sites. Also, growth has occurred in finger-like patterns along the thoroughfares, radiating from the corporate limits. N. C. 150 east and west, N. C. 274 north and south, Roy Eaker Road, Grove Road, and Del-view Road are attaining this development pattern. The problem is particularly troublesome along N. C. 150 and N. C. 274 as the efficiency of these thoroughfares to carry traffic is being hindered. Obviously, the scattering and "fingering" of isolated homes or developments must be discontinued if a sound pattern of orderly growth is to be realized.

TABLE 5 RESIDENTIAL DENSITIES

Area	Number Dwelling Units	Number Residential Acres	Dwelling Units per Residential Acre	
1	413	140.2	3.0	
2	532	159.9	3.3	
3	325	111.3	2.9	
CBD	4	1.4	2.9	
Total City	1,274	412.8	3.1	Average
4	253	148.4	1.7	
5	130	63.1	2.1	
6	132	78.9	1.7	
7	164	83.1	2.0	
Total Fringe	679	373.5	1.8	Average
Grand Total	1,953	786.3	2.5	Average

Source: N. C. Division of Community Planning

Deterioration

Another problem which is confronting Cherryville's residential areas is that of structural deterioration and dilapidation. Residential structural conditions within the planning area were graded by a "windshield" survey on the basis of external conditions. No homes were entered, therefore, interior conditions such as plumbing, heating, etc., could not be evaluated. Because of this factor the appraisal of structural conditions was not as comprehensive as that conducted by the 1960 Census enumerators, but was more appropriate to the intent and purpose of this study. (This survey was a 100 per cent sample whereas the Census was only 20 per cent.) The primary purpose of this evaluation was to determine the effect blighted housing has on the neighborhood, not the socio-economic consequences on the occupants.

The three classifications or criteria used in grading residential structural conditions were:

STANDARD: Structure that has no, or only slightly visible defects which are normally corrected during the course of regular maintenance. Examples of slight defects are: lack of paint; slight damage to porch or steps; small cracks in exterior walls or chimney; cracked windows; slight wear on doorframes, window sills or window panes; and broken gutters or downspouts.

DETERIORATING: Structure that needs more repair than would be provided in the course of regular maintenance. Such a structure has one or more defects of an intermediate nature that must be corrected if the unit is to continue to provide safe and adequate shelter. Examples of intermediate defects are: holes, open cracks, rotted, loose or missing materials over a small area of the foundation, walls or roof; shaky or unsafe porch, steps, or railings; several broken or missing window panes; some rotted or loose window frames or sashes that are no longer rainproof or windproof; broken or loose risers or railings of outside stairs; deep wear on doorsills, doorframes, outside steps or floors; missing bricks or cracks in the chimney which are not serious enough to be a fire hazard; makeshift chimneys; and small areas of broken or loose roofing.

DILAPIDATED: Structure that does not provide safe and adequate shelter and in its present condition endangers the health, safety, or well-being of the occupants. Defects are either so critical or so widespread that the structure should be extensively repaired, rebuilt or torn down. Examples are: holes, open cracks or rotted loose material (siding, shingles, bricks, concrete, tile, etc.) over a large area of the foundation, outside walls, roof or chimney; substantial sagging of floors, walls or roof; and extensive damage by storm, fire, flood, etc.

Shown in Table 6 are residential structural conditions by Study Areas. Note that 18.2 per cent of the dwelling units in Study Area 3 are dilapidated whereas Areas 1 and 2 contain only 7.0 and 8.3 per cent, respectively, compared to the city's average of 10.3 per cent. If, however, deteriorating units are not repaired, Area 1 could become the "leader" in this unwanted classification. Although Area 3 contains the lowest percentage of standard housing the problem is not as serious as first assumed. This Study Area contains a sizable proportion of mill housing that is to be demolished by the owners. Those areas that are significantly substandard are also those that do not usually meet the Public Health Association's lot size (6,000 square feet) standard. Accurate dimensions of lots containing dilapidated housing in the Webb Street and Wert Street vicinity cannot be determined as the area is mill-owned and has not been platted into individual lots. The housing has been, however, tentatively scheduled for demolition when and if other housing becomes available for the present occupants.

The fringe area's percentage of dilapidated housing is relatively comparable if the pocket of blight on either side of South Mountain Street outside the corporate limits is considered as being "unique". This is an "overspill" from the city and is not indicative of general housing conditions now existent within Areas 5 and 6.

A comparison of structural conditions in the city and the fringe area shows that they are quite similar in that approximately 70.0 per cent of the structures are classified as being standard, with about 10.0 per cent being dilapidated. Again, however, deteriorating structures can very soon become dilapidated unless necessary repairs are made. With approximately 30.0 per cent of the housing being substandard (i.e., deteriorating or dilapidated) a need obviously exists for a minimum housing code to bring these structures up to suitable standards and eliminate those that are beyond reasonable repair. (Map 4 shows substandard housing locations.)

TABLE 6 RESIDENTIAL STRUCTURAL CONDITIONS BY STUDY AREAS

Study Area	Standard		Deteriorating		Dilapidated		Total
	Number	Per Cent ^{1/}	Number	Per Cent ^{1/}	Number	Per Cent ^{1/}	
1	286	69.3	98	23.7	29	7.0	413
2	414	77.8	74	13.9	44	8.1	532
3	187	57.5	79	24.3	59	18.2	325
CBD	3	75.0	1	25.0			4
Total City	890	69.2	252	19.8	132	10.3	1,274
4	214	84.6	22	8.7	17	6.7	253
5	90	69.2	26	20.0	14	10.8	130
6	92	69.6	20	15.2	20	15.2	132
7	98	59.8	54	32.9	12	7.3	164
Total Fringe	494	72.7	122	18.0	63	9.3	679
Grand Total	1,384	70.9 ^{2/}	374	19.1 ^{2/}	195	10.2 ^{2/}	1,953

^{1/} Per Cent of Study Area's Residential Structures.

^{2/} Per Cent of Planning Area's Residential Structures.

Source: N. C. Division of Community Planning

AREAS OF SUB-STANDARD HOUSING



A percentage distribution of dwelling units by structural condition for the entire planning area is shown in Table 7. Study Areas 3, with 16.7 per cent of the planning area's dwelling units, contains 30.0 per cent of the total planning area's dilapidated units. Here again, mill housing is the "villain". Note that the fringe area study areas are low percentagewise in dilapidated dwelling units — even though they are predominantly rural in character and contain the typical old farm housing units which, if tenant occupied, are usually not maintained.

TABLE 7 PERCENTAGE DISTRIBUTION OF DWELLING UNITS BY
STRUCTURAL CONDITION FOR THE PLANNING AREA

Study Area	<u>Dwelling Units</u>		<u>Standard</u>		<u>Deteriorating</u>		<u>Dilapidated</u>	
	Number	Per Cent	Number	Per Cent	Number	Per Cent	Number	Per Cent
1	413	21.1	286	14.6	98	5.0	29	1.5
2	532	27.2	414	21.2	74	3.8	44	2.3
3	325	16.7	187	9.6	79	4.0	59	3.0
CBD*	4	.2	3	.2	1	.1		
Total City	1,274	65.2	890	45.6	252	12.9	132	6.8
4	253	12.9	214	11.0	22	1.1	17	.9
5	130	6.7	90	4.6	26	1.3	14	.7
6	132	6.8	92	4.7	20	1.0	20	1.0
7	165	8.4	98	5.0	54	2.8	12	.6
Total Fringe	679	34.8	494	25.3	122	6.2	63	3.2
Grand Total	1,953	100.0	1,384	70.9	374	19.1	195	10.0

*Central Business District

Source: N. C. Division of Community Planning

It is obvious from the foregoing analysis that "substandard" housing (deteriorating and dilapidated) are blighting influences on Cherryville and, to a lesser degree, the fringe area. As a minimum housing code adopted by the city cannot apply to the fringe area those "substandard" areas beyond the corporate limits would not be affected by municipal codes unless they were annexed. It is possible, however, through zoning to make some of these non-conforming uses, thereby eventually eliminating them. (For this possibility to occur, a zoning ordinance must be strictly enforced. The best means of eliminating substandard housing in the fringe area would involve adoption and enforcement of housing codes by the county.)

A definite need exists throughout the planning area for both low-income and rental housing. This is more feasible within the corporate limits of Cherryville due to the availability of municipal water and sewer services. This need will become even more acute if a program of minimum housing code enforcement is instituted as the lack of decent low-income housing adds to the burden of those displaced from condemned units.

Control and Aids

Zoning

As set forth in General Statute 160, Article 14, zoning is:

"For the purpose of promoting health, safety, morals, and the general welfare of the community, the legislative body of cities and incorporated towns is hereby empowered to regulate and restrict the height, number of stories and size of buildings and other structures, the percentage of lot that may be occupied, the size of yards, courts and other open spaces, the density of population, and the location and use of buildings, structures and land for trade, industry, residence, or other purposes".

The above legislation grants zoning powers to Cherryville; however, G.S. 160-181.2 prohibits Cherryville from exercising its

extraterritorial (fringe area) zoning jurisdiction. However, certain other communities in Gaston County have this authority, e.g., Gastonia, Belmont, Dallas. As the main objective of zoning is to protect property values by preventing the intrusion of incompatible and objectionable uses in a particular district, adoption and enforcement of a zoning ordinance is most desirable. Necessary legislative action should be sought in the 1967 General Assembly to permit the zoning of the fringe area of Cherryville. (Cherryville has contracted with the Division of Community Planning for the preparation of a zoning ordinance. This has been scheduled for the summer of 1967.)

Subdivision Regulations

Subdivision regulations normally control the location and width of streets, the width and depth of lots and blocks, provision of water and sewer systems, grading and surfacing of streets, provision of easements for utilities, and so forth. Cherryville has the authorization to enact such an ordinance regulating the platting and recording of any subdivision of land as defined in the General Statutes for the municipality and all land within one-mile of its corporate limits (the fringe area). Such an ordinance has been prepared and was officially adopted by the City Board on November 14, 1966. However, adoption of subdivision regulations will be meaningless unless they are enforced.

Street System

The residential street system should serve to bring traffic from local residential streets to arterials. On-street parking should be discouraged, through traffic should not be allowed, and heavy trucks should be prohibited. This type of street is the principal means by which access is provided to property abutting

the public right-of-way. It also serves as an easement for all types of utilities such as water and sewer lines, gas mains, electrical and telephone poles, etc.

Building and Housing Codes

Building codes are designed to protect the home purchaser by requiring that certain minimum standards of construction and engineering are followed. This helps insure the soundness and stability of the building.

Housing codes are designed to protect the occupant from unsafe or inadequate sanitary, heating, and lighting facilities.

Adoption of these codes by Cherryville can provide the framework whereby beneficial standards of development and maintenance can be attained. However, adoption alone can achieve very little as enforcement is the prime factor by which significant progress can be made.

Low-Rent Housing

Provision of low rental housing for low income groups is a necessity in Cherryville. Every effort should be made to provide sanitary, safe and decent housing for families in low income brackets. This type housing can be developed by the private developer or can be designed, constructed, owned and operated by a housing authority established by the city. Assistance can be provided to the housing authority by the Federal Government (The Public Housing Administration of the Department of Housing and Urban Development) through loans or guarantees of loans to finance low rent public housing. An annual contribution to the authority by the Federal Government makes it possible to set rents within the means of low income families.

Urban Renewal

Loans and grants to assist communities in clearing, redeveloping and rehabilitating blighted areas and slums (both residential and non-residential) can be provided by the Urban Renewal Administration of the Department of Housing and Urban Development. Two-thirds of the needed financing can be provided from this source, but projects would be planned and implemented by Cherryville. Projects would involve:

- Community-wide renewal programs which identify needs and resources and establish schedules and priorities for accomplishing the work to be done.
- Plans to carry out urban renewal projects for the rehabilitation and redevelopment of blighted areas.
- Undertake programs of concentrated code enforcement and demolition of buildings that are substandard and constitute a hazard to public health and welfare.

Urban renewal for Cherryville should be a "last resort" as a unified local effort to rehabilitate blighted areas would lend strength and impetus to all growth factors.

SOCIAL AND CULTURAL USES

Social and cultural land uses were defined and surveyed in accordance with the following:

Education: Establishments providing for the mental development and enlightenment of the community, such as: kindergartens, primary and secondary schools; music, dance, art and crafts schools; business and other specialized training schools; libraries; and so forth.

Recreation and Religion:

Religion: Establishments such as churches, temples, synagogues, including their accessory buildings (such as rectories, educational buildings, etc.).

Recreation: Places, such as playgrounds, golf courses, tennis courts, ball fields, swimming pools, tot lots, play equipment areas, country clubs with extensive outdoor recreation, etc., that provide areas for active or passive play.

In analyzing social and cultural land usages the following qualitative standards were recognized:

1. The function should be easily accessible from all areas of the city.
2. Sites should be of sufficient size and location for efficient operation and maintenance.
3. Sites should be large enough to furnish adequate parking and employee facilities.
4. Sites should be large enough to permit expansion without incurring excessive expenditures.

Although social and cultural facilities usually occupy less land than manufacturing activities, their impact is still very important to the community's economic base. These facilities, to a large extent, determine whether or not new industrial interests will be attracted to the area. In addition to the availability of an adequate labor force, a major concern of most industries is the assurance that adequate educational, recreation and social services are available for its employees. These services must also be provided if the present community is to adequately provide for the well-being of all its residents.

Cherryville would appear to have adequate social and cultural facilities -- at least this is the impression derived from examination of the Land Use Map and Land Use tables. Of approximately 1,591 developed acres within the planning area, 12.7 per cent (202.1 acres) are devoted to these facilities. As the city is more intensely developed it has the lower percentage acreage-wise of these services with a total of 9.1 per cent as compared to the fringe area's 15.8 per cent. Study Area 1 has the largest installations -- comprising 41.4 acres -- whereas the central business district has none. Also, Areas 5 and 7 have less than one acre each.

EDUCATION

The schools, East, South and West Elementary, the Junior High and Senior High, are located on a quadrant basis and have adequate street access. The major problems include lack of adequate off-street parking at West, speeding traffic along East Academy Street at East, and the volume of traffic along East Church Street (N.C. 150) at the Senior High.

The North Carolina Department of Public Instruction, Division of Advance Planning, recommends the following minimum school site sizes:

Elementary: Minimum site size of ten acres for schools with less than 400 students, and 12 acres for schools for 500-600 students.

Secondary: Minimum site size of 12 acres for schools with less than 400 students, and 14 acres for 500 students.

Cherryville's present school enrollments and site sizes are compared in Table 8 with the above standards in order to determine apparent deficiencies.

TABLE 8 SCHOOL ENROLLMENT AND SITE ADEQUACY

		October			
Name of Facility	Grades	1966 Enroll.	1966 Acreage	Recommended Acreage	Apparent Deficiency
East Elem.	1,2	364	18.4	10.0	None
South Elem.	3,4	287	7.1	10.0	2.9
West Elem.	5,6	273	2.4	10.0	7.6
Junior High	7,8,9	422	21.0	14.0	None
Senior High	10,11,12	396	15.3	12.0	None
Total		1,742	64.2 A	56.0 A	10.5 A

Source: Cherryville City Schools and Division of Community Planning

Other than South and West, all school sites are adequate for present enrollments. The 2.9 acre deficiency at South could be remedied by purchasing undeveloped land east of the present site. West, however, with a deficiency of 7.6 acres presents a more serious problem as undeveloped land is not available. Two possibilities, other than abandonment of the present facility and the construction of a new school on a more adequate site exist: close Dixie Street and expand to the west; or expand to the east which would involve the purchase of houses fronting on South Elm Street.

The library needs additional off-street parking, particularly after school hours. Most of the churches and private clubs have adequate parking facilities, as does the municipally-owned and operated cemetery.

RECREATION

Private recreation facilities are both abundant and well equipped. However, until the recent acquisition of 10.5 acres in Study Area 1, north of the cemetery, public recreation facilities were non-existent. The National Recreation Association recommends that one acre be devoted to recreational purposes for each 100 persons in a community. Based on Cherryville's present population of 4,056, a total of about 41 acres is needed -- 30 more than is now available. Some of the principal types of parks and playgrounds are:

- Playlots: for pre-school children; 2,000-5,000 square feet; one block service area.
- Playgrounds: for all ages, but primarily 5 to 15; 3-7 acres; one-quarter to one-half mile service area.
- Neighborhood parks: for all ages; one and one-half to seven acres; one-half mile service area.
- Community recreation: 15 years and over; 12 to 20 acres; to serve entire community.

Recreation facilities could possibly be made available in conjunction with the "school-park" concept. This involves joint school-park ownership wherein schools or parks are developed contiguous to each other and the facilities of one complement those of the other.

Methods of financing the acquisition and development of recreation areas include: gifts, levying of an annual tax (no more than ten cents on each one hundred dollars of assessed valuation of the taxable property within the municipality -- N.C. General Statutes), Federal Open Space Grants, etc. Every possible means of developing adequate recreation facilities should be utilized. (The forthcoming Community Facilities Plan will examine this deficiency in greater detail.)

BUSINESS AND SERVICE USES

Business and service establishments are defined as follows:

Retail: Establishments selling commodities in small and large quantities to the consumer, such as: department, jewelry, sporting goods, hardware, furniture, drug, radio and television stores; service stations; office supply dealers; farm equipment; food markets; and so forth.

Personal Services: Establishments providing services pertaining to the person or his apparel and personal effects such as: commercial (primarily) entertainment; communications exchanges; restaurants; barber and beauty shops; laundromats and dry cleaners; shoe repair shops; photographic studios; hotels and motels; funeral homes; fraternal organizations; and so forth.

Business Services: Establishments of a business character providing maintenance, installation, repair or specialized office needs to individuals or other businesses such as: repairing bicycles, motorcycles, lawnmowers; furniture and appliances; farm equipment; office equipment; auto body paint and repair, auto garages; tire retreading; upholstering; small printing shops; blueprinting, photostating and film developing; and so forth.

Professional and Governmental Services: Establishments which supply general needs of an intangible nature to the public, such as: administrative offices of governmental agencies; utilities, social welfare organizations; offices of lawyers, accountants, engineers, architects; credit and finance brokers; professional organizations; chambers of commerce; real estate and insurance brokers; and so forth.

Commercial developments are ordinarily classified as Central, Outlying Neighborhood, and Outlying Highway and each type, although having much in common, has certain unique needs.

The Central Business District is the area's major retail, financial, and governmental center and should be protected from incompatible uses. It should have a good traffic circulation system and adequate paved parking, loading and unloading areas.

Outlying Neighborhood Business Districts should be coordinated so as to be compact, provide adequate off-street parking, loading and unloading areas, and be "buffered" from neighboring residential developments. They should also be located near major street or highway intersections, with adequate ingress and egress.

Outlying Highway Business Areas normally are those that are engaged in the retailing of heavy durable goods and the provision of services of goods to motorists and transients. Traffic control devices such as service roads, limiting the number of curb cuts and access drives, should be employed to help preserve the traffic flow. Adequate off-street parking and loading and unloading spaces should be provided in addition to buffer strips to "screen" the use from residential properties.

In all three classifications limitations as to the number, size and spacing of signs and billboards should be enforced. These forms of advertisement should be appealing to the shopper, but should be well maintained and not be "gaudy".

Land being utilized for business and service purposes constitutes 3.5 per cent (28.2 acres) of the developed land in Cherryville and 1.8 per cent (14.3 acres) in the fringe area. The central business district, surprisingly, does not rank first in this classification. Within the CBD are 9.4 acres devoted to business and service uses whereas Study Area 1 has 11.2 acres so utilized. The explanation for this rather unusual occurrence is twofold: (1) the area along both sides of North Mountain Street north of the railway tracks is rather intensely developed, yet cannot be considered as part of the CBD because of locational and, to a certain extent, use factors; (2) the decrepit condition of the CBD is slowly, but surely, forcing business interests into more desirable locations.

Indeed, the central business district is a blighting influence on the entire community. The few structures that are modern in appearance and are apparently well maintained emphasize the run-down, shoddy condition of the others. Off-street parking is available at two locations on South Mountain Street: (1) adjacent to the City Hall on the west side and (2) across the street on the east side of South Mountain Street. The eastern section of the CBD is woefully lacking in off-street parking unless the Harris-Teeter Super Market and First National Bank lots are utilized. These lots, however, are not large enough nor located properly in terms of providing parking for CBD shoppers. (Map 5 shows the CBD ground floor.)

A modern shopping center located beyond the corporate limits could be financially disastrous to the downtown merchants as well as to the tax structure of the municipality. Revitalization of the CBD is urgently needed.

Another problem concerns South Mountain Street as mixed commercial uses are disrupting the residential neighborhoods. Here again, zoning and its enforcement could do much to prevent the addition of more non-compatible uses in the CBD and along major streets.

Cherryville
North Carolina



CENTRAL BUSINESS DISTRICT
EXISTING LAND USE
GROUND FLOOR ONLY



LEGEND

- RESIDENTIAL
- BUSINESS & SERVICE
- MANUFACTURING
- TRANSPORTATION
- C.B.D. BOUNDARIES

East Church Street (N.C. 150) has been, for the most part, spared strip commercial development. However, the location of a drive-in restaurant in the southwest corner of the East Church-Cherry Street intersection creates hazardous traffic problems, particularly at meal times. Traffic, on occasion, desiring to turn into the restaurant is backed up on East Church Street, creating a hazard to through traffic.

MANUFACTURING

Activities concerned with manufacturing uses are:

The mechanical or chemical transformation of organic or inorganic substances into new products whether the products are sold back into the manufacturing process or are sold at wholesale or retail. Examples are: the manufacture of lumber and wood products, furniture and fixtures, metal products, machinery; food and kindred products, tobacco products, textile mill products, apparel and other finished fabric products; chemicals and allied products, leather products; and so forth.

Industrial areas should have good highway and, for certain manufacturers, rail access. Sites should be of sufficient size to permit operation of the plant, facilitate employee parking and loading and unloading activities, and have room for future expansion. They should be free from conflicting residential, social and cultural uses and should have access to existing or extendable utilities such as water, sewer and power lines. The sites should be well drained and free from flooding.

Manufacturing activities are predominantly concentrated in Study Areas 1 and 3. These two areas contain 51 of the 65 acres devoted to industrial uses within the city. Very little of this type development is located beyond the corporate limits due primarily to the need for water and sewer services.

As evidenced by the Existing Land Use Map, manufacturing activities are rather well dispersed throughout the city with the heaviest concentration being found west of South Elm Street between West Academy Street and the Seaboard Airline Railroad tracks. This even distribution has both advantages and disadvantages. Obviously, even distribution of home-to-work traffic has certain merits -- if the employees reside in the general vicinity of their work. However, such dispersal also means that more homes border or face such establishments and have to contend with the associated traffic. In addition, where water and sewer line sizes are inadequate to handle expanding needs, utility service problems are likely to exist. The manufacturing concerns in the Cherryville area have complied with the recognized standards for plant location and operation for both present and future needs. Although all but Cherri-Knit are characterized by rather densely developed surrounding residential areas, these properties are mill-owned and are available for expansion needs.

As Cherryville has, at the present time, no shortage of industrial sites, it would be wise to take action to preserve prime sites for this activity before less valuable developments infringe on them. Adoption of a Land Development Plan as well as a zoning ordinance would help protect the needed industrial sites, particularly those along major roads and the rail lines. Potential industrial sites should be under option to a Development Commission or Chamber of Commerce Committee so that a future industrial prospect can be quoted a price with complete assurance.

TRANSPORTATION

The transportation category includes the following classification:

Vehicular: Moving containers which convey passengers and/or freight by land, water or air. (Storage and the repair of vehicles are considered an auxiliary use when incidental to the major use.) Examples are: streets and rights-of-way; railroad tracks and marshalling yards; bus, truck and railroad passenger and freight terminals; taxicab stands; auto parking, and so forth. Also included are non-moving containers which primarily collect and distribute the products of communication and utilities. (Substations for the control and movement of contents are included as auxiliary uses.) Such as: routes, rights-of-way or easements for the transmission of pipelines for electricity, gas, petroleum, water and sewage; and so forth.

Transportation is second only to residential land usage in terms of acreage throughout the planning area. The amount of acreage classified as non-vehicular (0.3 acre each in Study Areas 2 and 4) is not large enough to warrant detailed analysis, therefore this section will deal primarily on the vehicular aspect.

Study Area 4, with 99.2 acres, contains the most land devoted to transportation uses. This is due in part to the location of Carolina Freight Carriers in this area. This explains the disproportionate acreages and percentages shown in Table 3A.

Paved roads account for 115.8 acres in the city and 144.9 acres in the fringe area. In addition, there are 27 acres of unpaved roads within Cherryville and 51.9 acres located in the fringe area. Railroads utilize a total of 111.7 acres -- 48.2 in the city and 63.5 in the fringe area.

As in so many municipalities, the railroad "splits" the city, running east-west. While the railroad is most assuredly a valuable asset to the community, it also poses several problems. In order to go from "North Cherryville" to "South

Cherryville" the tracks must be crossed and there is only one grade separation (bridge) -- North Mulberry Street between West First Street and West Main Street. Obviously, the "at-grade" crossings on highly travelled streets (e.g., North Mountain, North Pink, etc.) present a problem to north and south bound traffic when a train is crossing or is stopped. This also is a problem that must be contended with when fire or rescue equipment (located at City Hall on South Mountain Street) has to answer a call north of the tracks.

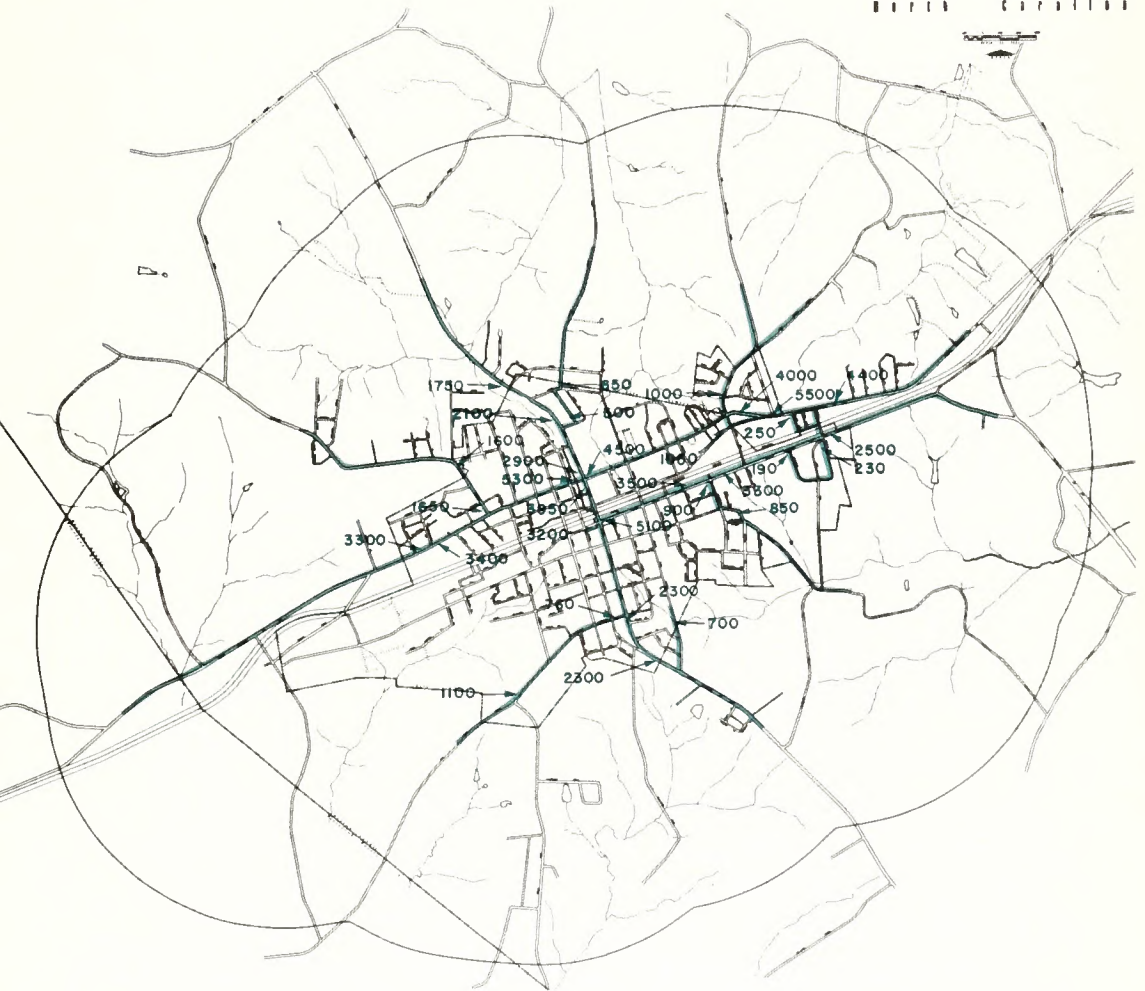
The layout of major streets is satisfactory; however, all east-west through traffic must travel Church Street (N.C. 150) which is too narrow for the type traffic now being carried -- a large amount of which is generated by Carolina Freight trucks and other freight carriers. Compounding this problem are the residential curb cuts and numerous traffic signals on Church Street and various crosstown (north and south) streets. Also, traffic southbound from N.C. 150 (again, predominantly large trucks) using N.C. 274 (Mountain Street) interferes with central business district traffic. The only other east-west street which traverses the city is Academy Street. East-west "through" streets are needed in both the north and southern sectors of the city.

North and southbound traffic can travel any one of four "through" routes -- Elm, Mulberry, Mountain or Pink, which are all directed through the center of Cherryville. North and south through streets are needed in both the eastern and western sectors of the city.

Traffic volume counts which illustrate the average daily 24-hour flow of traffic are shown on Map 6. The largest volumes of traffic are:

AVERAGE DAILY
TRAFFIC VOLUME

Cherryville
DAVID CARPENTIER



Source:
N. C. Highway Commission
1965

- in the vicinity of Carolina Freight Carriers on N.C. 150 (Church Street);
- just west of the N.C. 150-North Mountain Street intersection; and
- on East Main Street in the 100 block of the CBD.

Many of the minor streets -- which collect traffic from residential, commercial or industrial areas -- are too narrow to allow two lanes of traffic plus parking, (e.g., Elm, Mulberry, Jacobs, Pink and Ballard Streets). This is particularly the situation in the older residential areas and around the majority of the mills. A program of street widening is necessary to facilitate traffic flow. Enforcement of subdivision regulations would help assure wider streets in newly developing areas.

Major streets in the fringe area have developed into a reasonably well-balanced system as they radiate from the city in a "spread finger" pattern. However, the minor streets are, to a certain extent, characterized by narrow rights-of-way and haphazard design. Annexation of these areas will result in sizable capital outlays for water and sewer services, trash collection, etc. Proper street design required by subdivision regulations will help minimize the costs of services by providing the framework for easily serviced developments.

Preparation and implementation of a thoroughfare plan is vital to Cherryville's future growth. The plan as envisioned would be the basis for a coordinated system of streets to form a sound urban street system. It would be developed on the basis of general population, land use, and land development data; field investigations of proposed thoroughfare alignments; and concepts of the idealized plan. Existing traffic conditions will be examined to determine existing deficiencies, but there will be no projection of travel desires to future years for analysis of future travel demands. The plan (shown on Map 9) will be very

schematic and proposed thoroughfare construction projects will require detailed analysis prior to construction to determine design requirements and to fully justify their need. This will involve further study and analysis by traffic engineers and planners in order that comprehensive planning considerations are incorporated into the thoroughfare plan. Based on the aforementioned needs, thoroughfares should be one harmonious element of Cherryville's total physical environment.

SPECIAL LAND USE PROBLEMS

More than 79 per cent of the planning area acreage is classified as being "vacant" -- that is, the land has not been urbanly developed although farming operations may be the principal land use in some of the vacant areas.

The potential of vacant land may be identified with numerous factors -- availability of water, suitability for septic tank fields, proximity to municipal services, soil types, access, etc. Most of these factors are favorable for the future development of the available vacant land. "Leap-frogging" may well be the most serious problem in terms of both present and future growth.

Note the pattern within Cherryville which contains 1,305.3 acres, of which 524.3 (40.2 per cent) are vacant and in the fringe area where 5,643.8 acres (87.5 per cent) of the 6,453.7 total acres are vacant. Examination of the Existing Land Use Map reveals numerous vacant lots within the city and fairly extensive areas of undeveloped land. It may be that the owners of this land do not desire to "urbanize"; however, if areas beyond this vacant land are developed and are serviced by public utilities, maximum usage of these utilities is not being obtained -- resulting in inefficient use of utilities. Also, "leap-frogging" or bypassing certain areas to develop other sites within

the corporate limits may prove to be financially burdensome to the city in extending its services.

The fringe area is characterized by rather vast areas of open or underdeveloped areas. It did not appear during the June land use survey that extensive farming operations were being conducted. A non-official estimate of the land being farmed -- crop and dairy -- would be about 10-15 per cent. Obviously, if the land is not "producing or productive" it is a candidate for the urban type development that is associated with this section of the Piedmont.

ANNEXATION

The inherent problems of the city involve the development of orderly growth patterns that are necessary for sound and systematic progress. Most directly associated with these problems is annexation and the provision of public services and utilities to additions to the corporate limits. Due to the expense of installing water and sewer lines, etc., every effort should be made to annex those areas that have been developed in accordance with the city's standards. Where annexation is desired for older but less "compatible" areas every effort should be made to minimize the city's capital expenditures. At present three areas, involving 399 acres, 162 dwellings, and 567 persons, are being considered for annexation. These areas are shown on Map 11. Also shown is a recently annexed area south of Dub Street (effective September 15, 1966) of 25.5 acres which contained one dwelling and two people.

SUMMARY

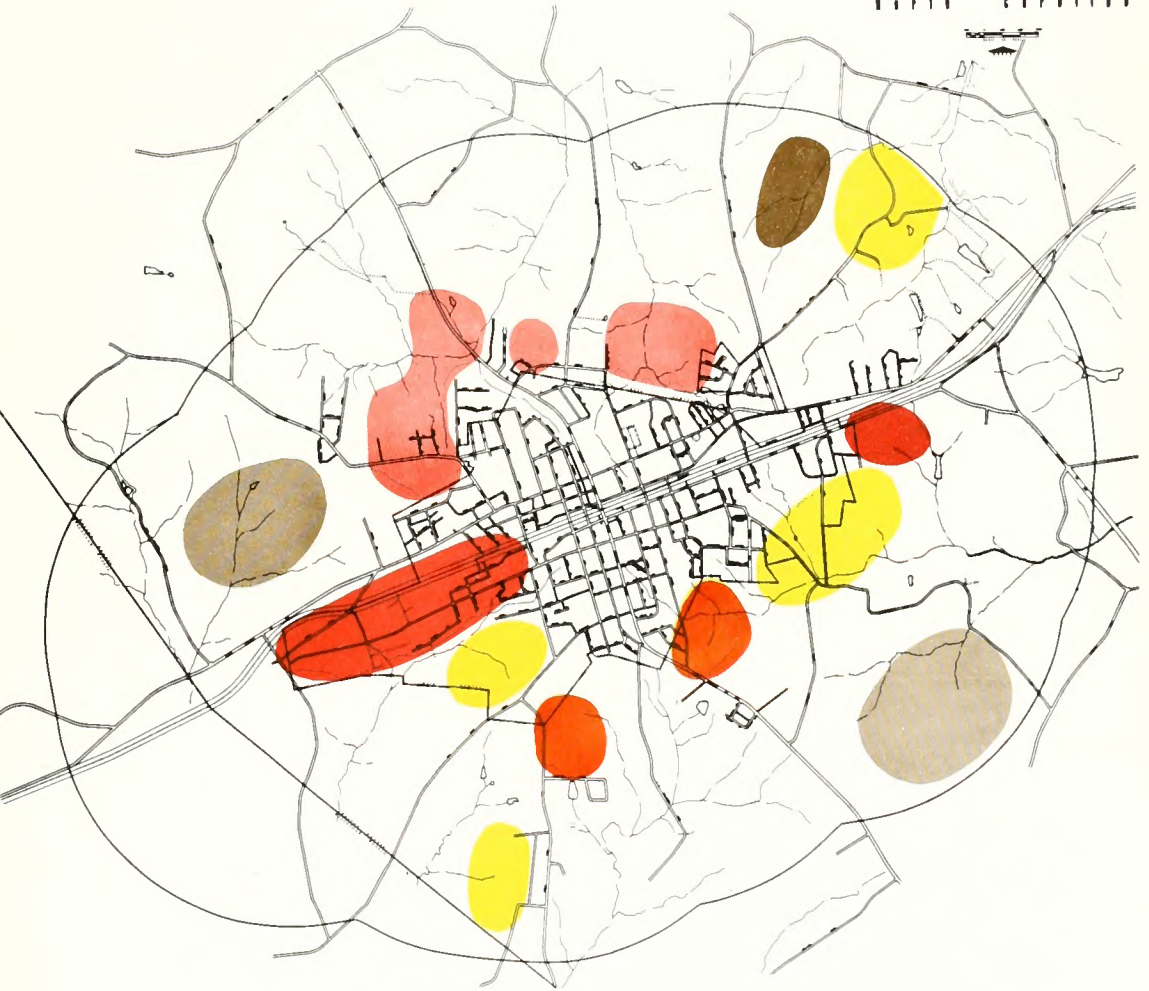
The foregoing analyses of existing land uses for Cherryville and its planning area have noted several problems relating to the community's physical growth. Some, because of their economic influence (employment diversification, for example) are indirect determinants of land use; others, such as land control devices, are directly related to land use. A generalized review of the major problems is presented below:

1. A lack of land control devices (subdivision regulations and a zoning ordinance) has been responsible for mixed land uses, and to a certain extent, the presence of blighted areas.
2. The lack of building and housing codes has resulted in no establishment of minimum standards of space, facilities, and maintenance.
3. The existing street system has as its major need the widening of N.C. 150. Also needed is a loop system and better circulation system east-west and north-south.
4. The absence of public parks and a recreation program is detrimental to the development of Cherryville. Although interest is now being stimulated by private parties, it should be the responsibility of the municipal government to provide the needed recreation facilities for the citizenry.
5. The problems associated with the central business district -- appearance, parking, etc. -- have contributed to the exodus of shoppers from Cherryville to neighboring communities. Special attention should be given the CBD if it is to successfully compete.

Map 7 shows the presence of some of the factors that facilitate or impede development of vacant areas.

Development Factors

Cherryville
1960 1970 1980



LEGEND

RESIDENTIAL DEVELOPMENT
OCCURRING MORE LOTS AVAILABLE

ROUGH TOPOGRAPHY IMPEDES
DEVELOPMENT

RAIL & HIGHWAY ACCESS FACILITATES
INDUSTRIAL DEVELOPMENT

DEVELOPMENT WOULD NECESSITATE
SEWAGE PUMPING STATION

ACCESS TO CITY WATER & SEWER
FACILITATES DEVELOPMENT

SCHOOL WILL ATTRACT FURTHER
RESIDENTIAL DEVELOPMENT

LAND DEVELOPMENT PLAN



LAND DEVELOPMENT PLAN

INTRODUCTION

Proposals for future land uses and their distribution throughout the community are a vital part of a city's comprehensive plan. Whereas the land use survey provides the basic data on land characteristics and the various activities that occupy land within the planning area, the land development plan determines where people will reside, work and shop. It fixes, to a certain degree, residential, recreational, commercial and industrial areas and helps direct the pattern of activities in the community through indirect control of structures and other physical facilities.

Lack of planning and implementation of the plan elements has often permitted incompatible land use intrusions. It is, therefore, the intent of this section to present a general framework for the city's future development based on the analyses and standards set forth in Section 1.

As there are numerous unknown factors involved in planning for Cherryville's future, certain assumptions must be made so that policies may be formulated. These assumptions are:

- population will continue to increase
- annexations will continue
- industrial and commercial growth will continue.

In accordance with these assumptions and the standards set forth in the individual analyses, future land use proposals have been developed. Interpretation of the proposals shown on Map 8 and stated within the text should be based on the following considerations:

1. Land use areas are generalized and acreages are approximate as the main intent of the plan is to consider the different land uses in respect to their locational factors and functional relationships.
2. Only the major land uses of residential, public and semi-public, commercial and industrial concentrations are shown.

FUTURE LAND USE REQUIREMENTS

The method used herein to estimate future land use needs involves primarily the "acres per 100 persons" formula. This involves dividing the current population figure for the area under consideration into the number of acres presently devoted to each of the major land uses and multiplying the result by 100 (acres divided by population times 100 equals acres per 100). This technique, rather than acres per person, is used to simplify the resulting answer and facilitate its use.

By use of this method it becomes possible to assign adjusted factors to Cherryville which reflect the quantity of land which will be developed as a result of population increments. In other words, the various factors times the number of hundreds of additional population expected yields the amount of additional land which will most likely be in demand for development. There are, however, other factors that are unique to Cherryville and which must be considered in the final determination of future land use needs.

One of these involves the number of workers commuting to Cherryville for employment. Another element to be considered is land use needs resulting from any existing deficiencies.

The most significant factor affecting projections for future land use acreage needs is the type of development that is most likely to occur. Based on general growth trends the following assumptions are made:

1. RESIDENTIAL: lot sizes are increasing and will continue to do so.
2. SOCIAL AND CULTURAL: the demand for recreational areas is increasing and such areas will be developed within urbanized areas.
3. BUSINESS AND SERVICE: commercial developments are being designed to appeal to the motoring public, thereby resulting in larger sites for parking, etc.
4. MANUFACTURING: industrial complexes are no longer of multi-story construction. They are of a single story nature and are providing on-premise parking facilities for their employees, thereby resulting in larger sites.
5. TRANSPORTATION: as the need for more and better travelways arise, more land must be devoted to this use.

It becomes apparent, therefore, that projections based solely on anticipated population increases cannot be considered as being conclusive enough to adequately plan for future needs.

In addition to the above listed variables that will affect future land use needs another significant factor must be examined -- the city's ability to furnish services and facilities. Although these elements will be analyzed in detail in the forthcoming Community Facilities Plan, certain factors must be examined in relation to this plan -- particularly in view of the city's willingness to extend water and sewer services beyond the corporate limits. The present water system can supply 1,750,000 gallons per day (design capacity) with an ultimate capacity (without additions to the plant) of two million gallons per day. The addition of two more filters would increase the design capacity to four million gallons per day. At present the system is supplying about 600,000 gpd but this will be increased by 200,000 gpd within twelve months because of additional industrial demands. Additional storage facilities will be needed and when the design capacity of the water system is approached, the pumping facilities will have to be expanded. Obviously, the location in

Cherryville of major water consuming industries would necessitate sizable capital outlays by the city to improve its system.

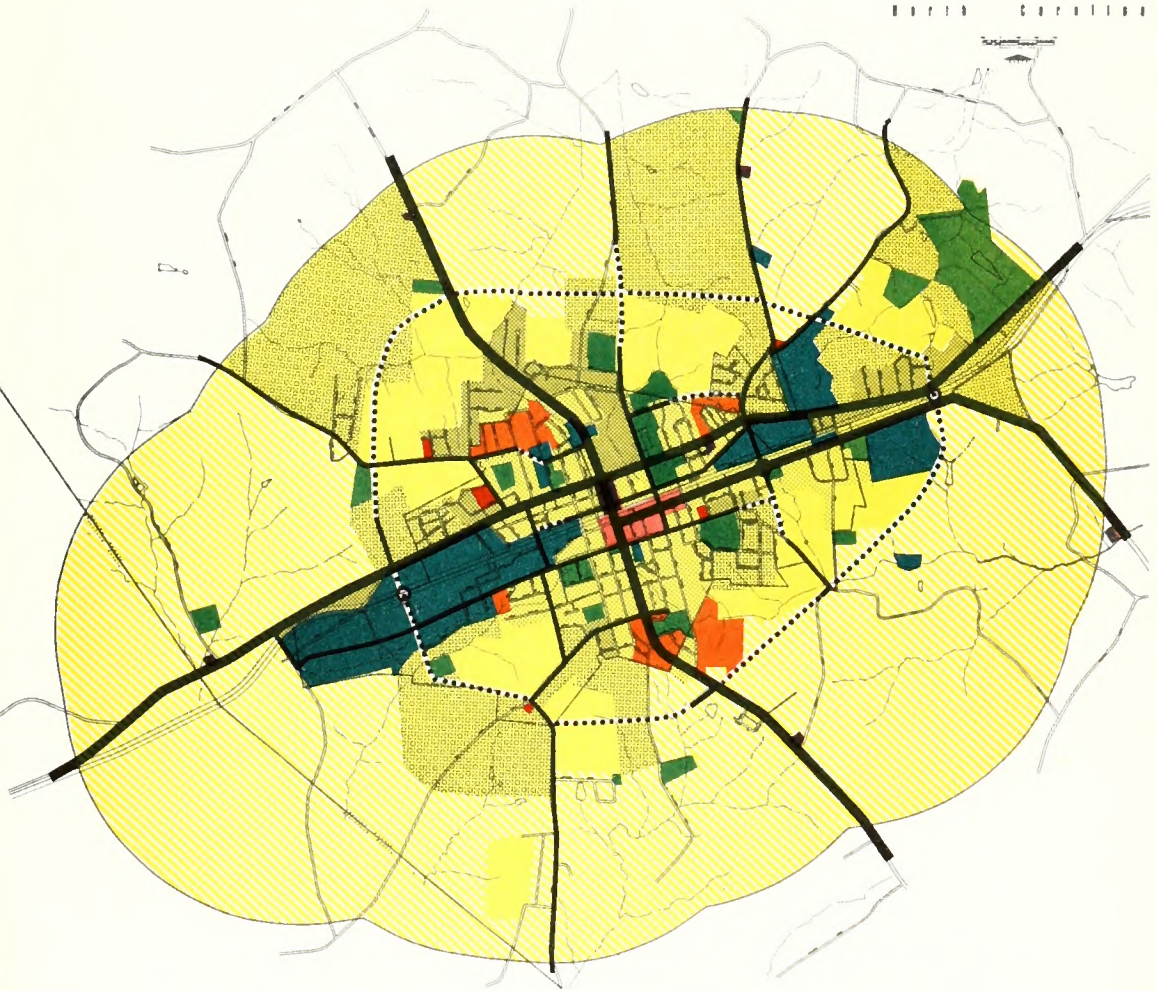
Sewerage facilities consist of three lagoons which were designed to serve a population of approximately 6,000. These were constructed for domestic services and very little consideration was given to industrial demands. The topography of Cherryville is such that a treatment plant would not be economically feasible. If such a facility were constructed it would necessitate the construction of at least two lift stations -- which would also involve heavy capital expenditures. Within ten years, pre-treatment of wastes (prior to entering the lagoon system) will be necessary or the lagoons will have to be expanded. If a manufacturing operation with a heavy BOD discharge were to locate in Cherryville at the present time, the system would require immediate improvement. Therefore, because of the limitations of the sewerage system, industrial growth must be limited to the western sector until the system can be expanded.

Cherryville's municipally owned and operated electrical system has a present capacity of 2,400 volts. This is to be "upgraded" to 4,160 volts by 1968 (city cost of \$75,000). The improvement of the system will enable Cherryville to provide electricity to most industries desiring to locate within the area.

Because of the demands to be placed upon municipal services and facilities as a result of future development, the twenty-year planning program (i.e., the Land Development Plan) has been divided into two periods of ten years each. This will permit the programming of a more reasonable development plan. Proposals, on a scheduled basis, will follow the next description of the generalized land development plan elements.

GENERALIZED LAND DEVELOPMENT PLAN

Cherryville
North Carolina



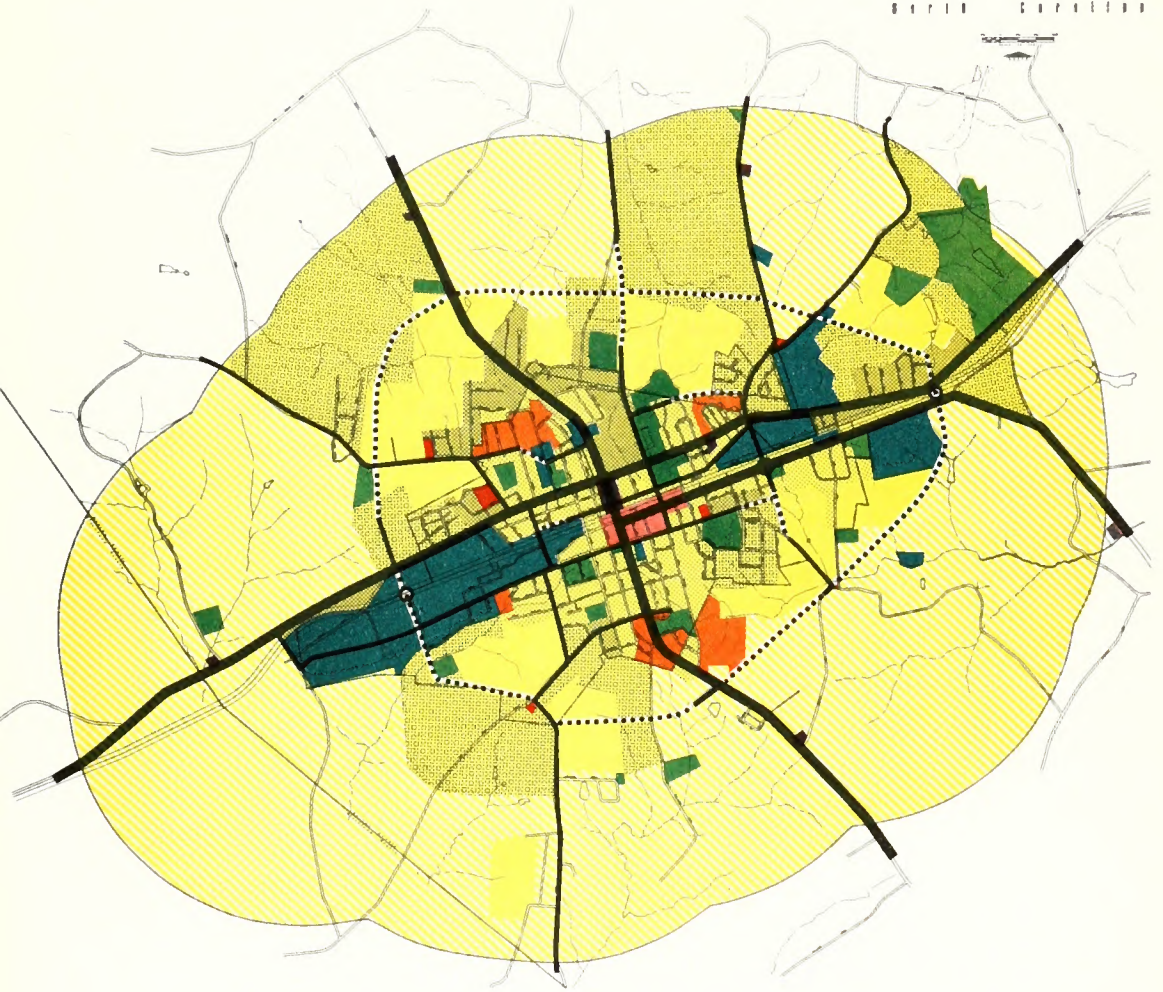
LEGEND

RESIDENTIAL		BUSINESS & SERVICE	
[Light Yellow Box]	SINGLE-FAMILY	[Red Box]	CENTRAL BUSINESS DISTRICT
[Orange Box]	MULTI-FAMILY	[Dark Red Box]	HIGHWAY BUSINESS
[Yellow Box with Diagonal Lines]	SHORT RANGE HIGH DENSITY	[Orange Box]	NEIGHBORHOOD BUSINESS
[Yellow Box with Cross-hatch]	SHORT RANGE MED. DENSITY	[Dark Blue Box]	MANUFACTURING
[Yellow Box with Horizontal Lines]	LONG RANGE MED. DENSITY	[Green Box]	SOCIAL & CULTURAL
[Yellow Box with Diagonal Lines]	LONG RANGE LOW DENSITY		
[Thick Solid Black Line]		[Thick Solid Black Line]	EXISTING MAJOR THOROUGHFARE
[Thin Solid Black Line]		[Thin Solid Black Line]	EXISTING MINOR THOROUGHFARE
[Dotted Line]		[Dotted Line]	PROPOSED MINOR THOROUGHFARE
[Circle]		[Circle]	PROPOSED GRADE SEPARATION







MAP-8






GENERALIZED LAND DEVELOPMENT PLAN

Cherryville
SOUTH CAROLINA



LEGEND

RESIDENTIAL
 SINGLE-FAMILY
 MULTI-FAMILY
 SHORT RANGE HIGH DENSITY
 SHORT RANGE MED. DENSITY
 LONG RANGE MED. DENSITY
 LONG RANGE LOW DENSITY

BUSINESS & SERVICE
 CENTRAL BUSINESS DISTRICT
 HIGHWAY BUSINESS
 NEIGHBORHOOD BUSINESS
 MANUFACTURING
 SOCIAL & CULTURAL

 EXISTING MAJOR THOROUGHFARE
 EXISTING MINOR THOROUGHFARE
 PROPOSED MINOR THOROUGHFARE
 PROPOSED GRADE SEPARATION

MAP-8

FUTURE RESIDENTIAL NEEDS

Projections indicate the population increases for both Cherryville and its fringe area, thereby necessitating the establishment of certain standards in order that population densities may be reasonably controlled. As in-city water and sewerage facilities are readily available and no problems are anticipated with respect to adequate wells and septic tank fields in the fringe area, the entire planning area may be generally classified as being suitable for residential development.

Based on the acres per 100 formula a total of 358 additional acres will be needed by 1985 for anticipated residential growth -- 224 in the city and 134 in the fringe area. (Due to the availability of undeveloped land these requirements present no problem; however, sprawl and "leap frogging" must be discouraged.) However, in accordance with residential space demand trends and the suitability of certain areas for residential development, a total of 439 acres is being proposed. This will allow "selective development" to occur within desirable and reasonable limits. (See Tables 9 and 9A.)

Four types of residential development are proposed -- short-range high density, short-range medium density, long-range medium density, and long-range low density.

Short-Range, High Density

Residential areas of this type are normally located adjacent or in close proximity to the main shopping areas -- in Cherryville's case, close to the central business district with exceptions found in the "mill villages" and the non-white area along South Mountain Street. Developments in these areas should include single-family dwellings, duplexes, apartments, and possibly mobile home parks.

Single-family dwellings should be on lots with a minimum size of 7,500 square feet. Duplexes and multi-family dwellings would require additional square footage for each additional unit based on a "sliding scale". Mobile home parks should conform to comparable standards.

A density of 8 to 13 families per acre should be maintained in these areas as development will probably not be of the subdivision type; the majority of new construction will probably take place on existing lots rather than in vacant areas. Higher densities permit more efficient use of the city's services -- water, sewer, electricity, fire and police protection, garbage and trash collection, etc. The higher densities should be encouraged since they cost less per unit to develop, thereby providing relatively low-priced housing -- both for owners and renters.

Short-Range, Medium Density

This type residential area should permit two types of densities -- 1 to 4 dwellings per acre (single-family) and 4 to 11 dwellings per acre (multi-family). Each lot should contain a minimum of 10,000 square feet. Where multi-family units are permitted additional footage would be required for each additional unit on a "sliding scale" basis.

These areas are normally located within or adjacent to the corporate limits and can be easily serviced by public utilities. They also contain housing constructed in the medium price range -- for which an obvious need exists and one which will become more acute in the future.

Long-Range, Medium Density

Development of this type is usually located just inside the city limits or, when city water or sewer is available, in the fringe area but relatively close to the corporate limits. A density of two dwellings (single-family) is permitted with a minimum individual lot size of 15,000 square feet.

Long-Range, Low Density

Residential development of this type is usually single-family on minimum lot sizes of 20,000 square feet which permits a density of not more than two dwellings per acre. This is the maximum allowable density where public water and sewer

are not available and private wells and septic tanks must be used. Normally, development of this nature is located beyond the city limits in the one-mile fringe area and is expected to develop at a much slower rate than high or medium density areas. These areas are usually characterized by sizable areas of undeveloped land and farm or dairying operations.

Public Housing

The most obvious site for a public housing project is that area along both sides of South Mountain Street between Bond Street on the west, Clyde Street on the east, South Chavis Drive on the north, and the present city limits on the south. Within this area are approximately 35 dilapidated residential structures that should be demolished and replaced with standard housing.

Potential Residential Development Sites

There are certain areas presently predominantly undeveloped that can be classified as being highly suitable for residential development. These are:

- south of West Carrol Street and west of Styers Street (27 acres);
- east of the new Junior High School along the east side of North Pink Street and north of Houser Street (40 acres);
- along South Mountain Street in the vicinity of South Elementary School (22 acres, most of which will necessitate removal of substandard housing);
- south of Marshall Street and west of Spring Street extended (6 acres);
- east of Sigmon Street and south of West Academy Street (5 acres);
- north of Brown Street and east of Rouser Street (8 acres);
- south of West Ballard, west of Styers Street and north of Old Post Road (40 acres);

- the triangular area between Hallman Road and Pine Avenue (32 acres);
- north of Ridge Street between Oak Grove Road and John Quinn Road (23 acres);
- east of Delview Drive and north of Delview Road (63 acres);
- north of Houser Street Park and west of Tot Dellinger Road (55 acres);
- east of Pine Avenue and south of Spinners Drive (55 acres);
- east of South Pink Street and south of present city limits (33 acres);
- east of Grove Road and north of Lakeview Drive (64 acres);
- along both sides of N.C. 274 (north) and north of the present city limits (80 acres); and
- west of Grove Road, adjacent to existing development (40 acres).

SOCIAL AND CULTURAL

As stated in the Land Use Analysis, there are certain obvious site deficiencies involving, particularly, schools and recreation facilities. Based on a total acreage deficiency (by 1985) of 86 acres (40 in-city and 46 in the fringe area), the following site proposals have been made for the expansion of existing facilities and the location of new facilities. Due to the nature and need for schools and parks, only these two land uses are programmed herein. (Obviously, recommendations for the future sites of churches, which will in all probability be located within developing residential areas, private clubs and recreation facilities, etc., would be subject to too many uncertainties to reasonably program within the scope of this study. Therefore, information in Tables 8 and 8A regarding Social and Cultural development as programmed -- not on the acres per 100 formula -- reflects only schools and public recreation needs.)

Schools

The 2.9 acre deficiency at South Elementary School should present no serious problem in regard to its alleviation. Sufficient undeveloped land is available east of and adjacent to the present site.

West Elementary School presents a more complex problem in obtaining the additional 7.6 acres which are needed. Land across Dixie Street would be the least expensive, but would in all probability necessitate the closing of this street if construction of additional classrooms were constructed on this site. Acquisition of the remaining portion of the block on which the school is now located would be expensive but would prove to be more conducive to maintaining the desired level of physical services. However, in order to meet immediate site needs (a minimum of 10 acres total) more acreage than is available in the present block will be needed. Therefore, the area bounded by West Academy Street on the north, South Elm Street on the east, West Carrol Street on the south, and Vivian Street on the west, should be obtained for the school. The remaining school sites are adequate acreage-wise.

Although an additional school is not anticipated or programmed during the 20-year planning period, there are certain factors that indicate that such a facility may be warranted during the 1985-90 period. Scheduled annexations and the construction of the new Junior High in the northern area are indicators of the development potential of this area -- particularly during the 1975-85 period. These factors and the anticipated installation of water and sewer lines combine to indicate a significant increase in the population within Study Area 1. Therefore, plans should be made during the latter stages of the planning period for the acquisition of an elementary school site in the area south of Delview Road and northwest of Sunset Road.

Analyzation of school facilities, future enrollments, etc., will be included in the forthcoming Community Facilities Plan as will more detailed proposals pertaining to recreation facilities.

Recreation Facilities

Due to the lack of existing recreation areas, certain proposals are made herein for acquisition of sites. In view of the 30-acre site deficiency and the standards stated in Section 1, the following generalized recommendations are made:

Playground

About 5 acres -- between South Elementary School and South Pink Street. This would complement school recreational facilities.

Neighborhood Park

About 7 acres -- located south of the existing city limits and east of Pine Avenue.

About 7 acres -- between the present city limits and the branch paralleling West Carrol Street.

About 5 acres -- between Craig, North Pine, Self and Delview Streets.

Expand existing park on Houser Street by obtaining two houses and vacant lot.

The above recommendations would serve Cherryville's immediate recreation needs; however, consideration must also be given to the needs for the future population. An additional 22 acres will be needed by 1985 to provide recreation facilities for the anticipated 2,200 population increase. As this acreage is not of an immediate need nature, the site locations as recommended are quite generalized. They have been determined, however, with previously mentioned standards as well as the anticipated development pattern in mind.

Neighborhood Park

About 7 acres -- south of the present city limits, east of J. C. Dellinger Road.

About 7 acres -- north of N. C. 150, east of Old Delview Road.

About 7 acres -- in the northwestern sector of the planning area, west of N. C. 274, about one-half mile north of the present city limits.

All proposals for recreation areas have been designed to serve either existing or anticipated residential development. The park plan as presented would create a geographically balanced park system and would assist in attracting growth to areas which are now underdeveloped.

BUSINESS AND SERVICE

Development categorized as business and service is a commercial type usage and is so designated in the following recommendations. It should be noted that Cherryville is not the dominant city within the region due primarily to the proximity and attraction of Castonia and Shelby. Therefore, as Cherryville cannot be reasonably expected to compete with these larger municipalities in terms of becoming, for example, a regional commercial center or wholesale distributor, it becomes necessary to program future commercial development on the basis of the needs of the immediate area. No proposals for shopping centers are being made -- primarily because of Cherryville's size and location. It is doubtful that sufficient trade area is available to support both the central business district and a shopping center.

Based on locational factors, population projections, and relative future land use needs, an additional 15.4 acres will be needed within the city and 5.2 acres in the fringe area by 1985. However, in conjunction with increased acreage proposals for future residential needs, an additional 5.4 acres have been proposed above that based solely on acres-per-100. This is indicated in Tables 8 and 8A.

Central Business District

Further "elongation" of Cherryville's central business district (CBD) should not be permitted. Plans for the future development of the CBD should include revitalization of the present area and expansion into the area bordered by Pink Street on the east, East Academy Street on the south, and existing development on the west and north. This area is presently occupied by 17 houses and 8 (at last count) mobile homes with the remaining parcels being vacant. Also, the area along the east side of South Mulberry between West Main and West Academy Streets should be incorporated into further plans for commercial development (professional offices, for example). About 8 additional acres would be involved in the program.

A revitalized, compactly arranged CBD could do much for Cherryville's future economy in making it more competitive with other commercial areas -- existing or contemplated. It also would result in a strengthening of the tax base as present structures within the confines of the CBD are, because of their age and physical condition, slowly but surely declining in proportionate tax values. Aesthetic improvements and strategic location of parking lots would be quite beneficial to the CBD.

Neighborhood Business Districts

These areas are located so as to provide for the retailing of goods and services to surrounding residential neighborhoods. They should be designed to reduce traffic and parking congestion to a minimum in order to protect the adjacent residential areas.

Areas proposed for this type development are:

- the triangular portion of the Pine Avenue-Kenwood Road and Hallman Road intersection (2 acres);
- the southern section of the intersection of Grove Road and Old Post Road (2 acres);
- the northwest corner of the Delview Road and North Drive intersection (2 acres);
- the triangular portion of the Roy Eaker Road and Tot Dellinger Road intersection (2 acres);
- adjacent to the existing drug store on East Academy Street at Cone Street (1 acre).

Highway Business Districts

These districts are designed for those areas of the community where the principal land use is for businesses that are primarily engaged in the retailing of heavy durable goods and the provision of services to transients. Land uses of this nature normally prefer outlying locations away from the CBD and residential sections of the community.

Areas proposed for this type of development are:

- the southeast corner of the N.C. 150 and Cherry Street intersection (3 acres);
- adjacent to the existing service station and "snack bar" on N.C. 277 north of the creek (2 acres);
- the northwest corner of the intersection of N.C. 274 and Mauney Road (1 acre);
- the northwest corner of the N.C. 150 and Old Delview Road intersection (2 acres);
- along the western side of N.C. 274 opposite the entrance of Black Road into N. C. 274 (1 acre).

MANUFACTURING

Manufacturing districts are proposed for those areas where the nature of the land is most suitable for industries or industrial development that might create nuisances which are not properly associated with residential, commercial and/or service establishments.

Based on projections of acres-per-100 persons (Tables 9 and 9A) an additional 38 acres will be needed for manufacturing purposes by 1985. However, in view of the basically industrialized economy, and the expectation for it to continue as the dominant economic force, an additional 272 acres have been proposed. Other factors included in the additional acreage proposals are anticipated site sizes and the expected increase in the number of in-commuting workers.

Although most of the land within the planning area is suitable or adaptable for industrial development, only four major sites have been proposed. These sites have been selected because of their proximity to rail and highway transportation facilities, the availability of city water and sewer services, and the desire to prevent the scatterization of manufacturing operations which tend to "strain" desired facilities and services, disrupt residential development, etc. Therefore, based on the desire of the

community to develop industrial complexes, the following major sites are proposed for future development:

AREA 1 consists of approximately 72 acres south of N.C. 150 and east of S.R. 1426. This area extends north and south of West Academy Street and the site is predominantly undeveloped. Water, sewerage, rail and highway facilities are readily available.

AREA 2 consists of approximately 60 acres in the eastern sector of Cherryville. This area is comprised of two sections which are generally described as: (1) about 29 acres east of Carolina Freight and north of N.C. 150; and (2) about 31 acres bounded on the east by Rudisill Street, on the south by the railroad tracks paralleling N.C. 227, on the west by Cherry Street, and on the north by N.C. 150. Both sections of this area are predominantly undeveloped.

AREA 3 consists of approximately 124 additional acres in the western sector of Cherryville. It is generally described as being bordered on the west by Putnam and Styers Streets, on the south by West Academy Street, West Carrol Street and the present city limits, on the east by an unnamed street and Grove Road. The area is relatively undeveloped; however, there are about 34 dwellings located between Howell Manufacturing on the east and Cherri-Knit on the west. All of the housing units are either deteriorating (3) or dilapidated (31).

AREA 4 consists of approximately 51 acres east of the present city limits. It is generally described as being located south of N.C. 277 and east of the Carlton Mill Park.

TRANSPORTATION

This phase of the Land Development Plan is devoted entirely to the development and expansion of the street system. It does not involve acreages necessary for future parking lots, railroad rights-of-way, etc. Therefore, the programmed acreages will be less than those calculated on the basis of acres-per-100 (Tables 9 and 9A). The recommendations are based on existing and proposed

development patterns and general highway planning standards. Two classifications of streets have been used in formulating the idealized major thoroughfare system as shown on Map 9. They are:

Minor thoroughfares which perform the function of collecting traffic from residential, commercial, or industrial streets and carrying it to the major thoroughfare system; and

Major thoroughfares which function to move intra-city and inter-city traffic.

It must be noted that the following proposals are based on general information and the proposed routes shown on Map 9 are very schematic. Detailed study and analysis will be necessary prior to determining accurate rights-of-way of routes.

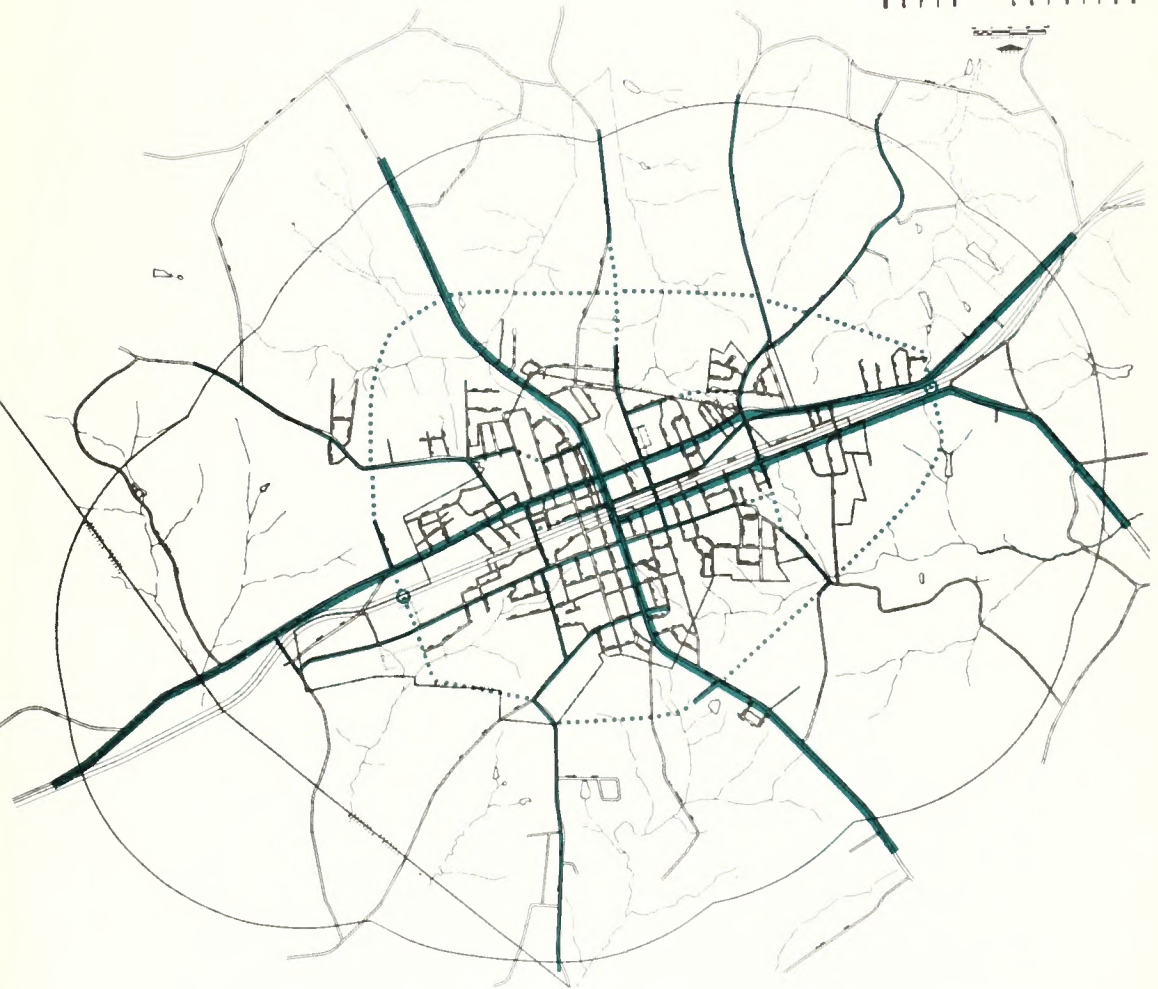
Cherryville's most urgent need involves Church Street (N.C. 150). It should be widened to three lanes at major intersections to provide motorists with turn lanes. Existing travel lanes should be widened and curbing and guttering installed.

New alignments needed to facilitate traffic flow are:





- extend Cherry Street southward to Hallman Road;
- construct grade separation at Cherry Street and the Seaboard Airline Railroad tracks;
- extend East Academy Street eastward to Cherry Street;
- extend Edgemont Street eastward to South Pink Street;
- extend West First Street westward to Styers Street;
- connect West Fourth Street with Craig Street;
- extend West Fourth Street eastward to North Pink Street and the latter's intersection with Houser Street;
- extend Houser Street eastward to Roy Eaker Road at the latter's intersection with Ranbar Street;
- construct a loop system consisting of:

PROPOSED SKETCH THOROUGHFARE PLAN

CHERRYVILLE
DAVID CARROLL



LEGEND

	EXISTING MAJOR THOROUGHFARE
	EXISTING MINOR THOROUGHFARE
	PROPOSED MINOR THOROUGHFARE
	PROPOSED GRADE SEPARATION

a grade separation at the Seaboard Airline Railroad tracks between N.C. 150 and N.C. 277, approximately 400 feet east of Loop Road; thence southward and southwestward (crossing Pine Avenue) to Hallman Road at Mauney Road; thence westward (crossing N.C. 274 at an unnamed street between South Pine Street on the north and Beam Street on the south, and also crossing J.C. Dellinger Road) to Grove Road at the present city limits; thence northwestward with existing Grove Road to Old Post Road; thence northwestward paralleling the existing city limits for approximately 2,200 feet; thence northward, intersecting with the western terminus of West Carrol Street (crossing West Academy Street and the railroad tracks), to N.C. 150 at Brown Street; thence northward with Brown Street and an extension of same to Delview Road west of Blue Street; thence northward and northeastward to N.C. 274 approximately 2,200 feet south of Black Road; thence eastward (crossing John Quinn Road, Tot Dellinger Road and Roy Eaker Road in the vicinity of the greenhouse near Carolina Freight) to a point approximately 400 feet north to the eastern terminus of Cay Street; thence southward to N.C. 150.

-- Extend North Pine Street to the proposed outer loop.

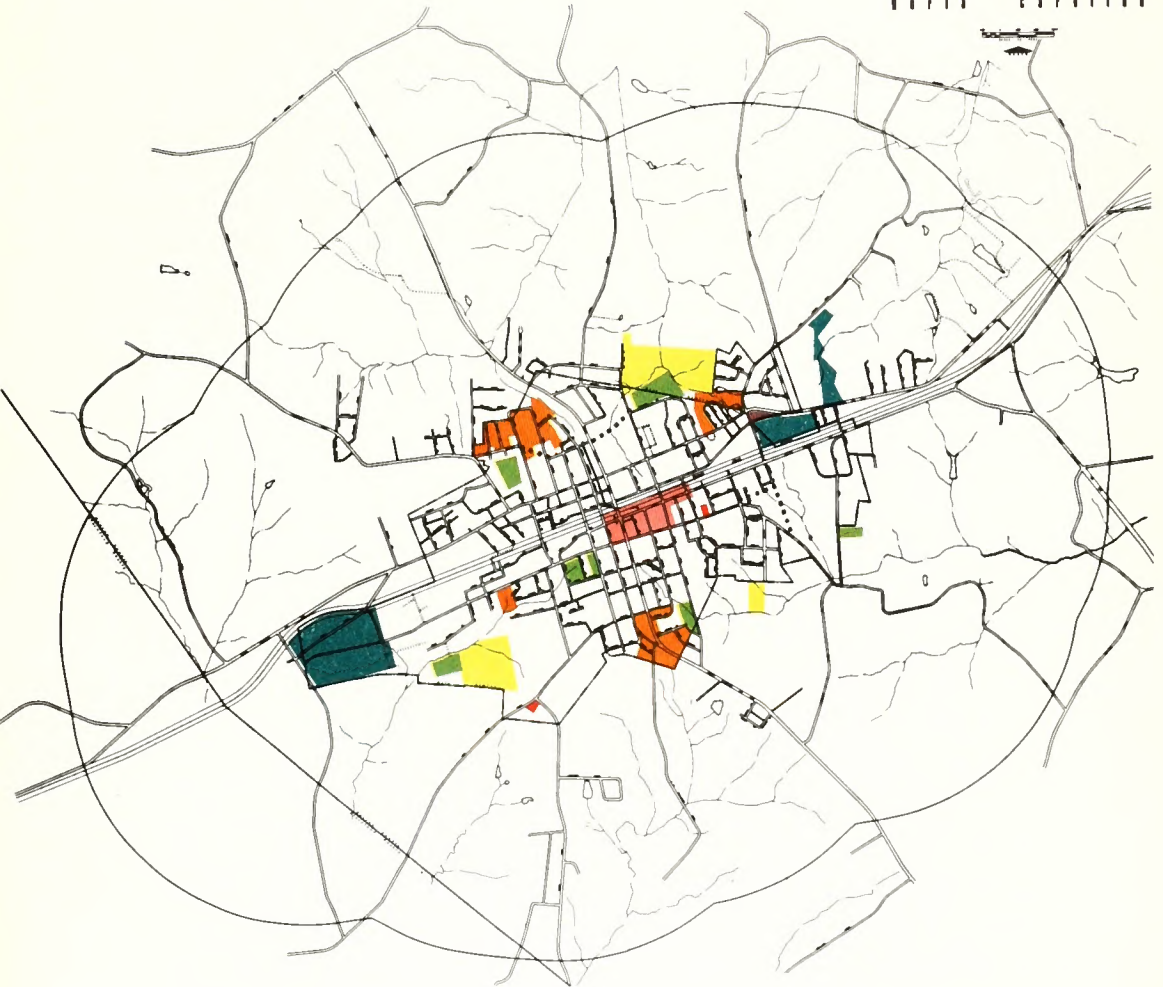
Improvements to the street system should include paving, widening, etc., of any street not meeting the requirements as set forth in the Subdivision Regulations.

PRIME DEVELOPMENT AREAS

Based on land suitability and availability, access to public water and sewerage facilities, and street and/or rail access, certain sites have been classified as "prime development areas". These areas have the potential for relatively rapid (within ten years) urban type development and constitute the more immediate proposals as included in the Land Development Plan. The areas shown on Map 10 (in conjunction with annexation proposals) are necessarily generalized and are based on past and potential growth factors. Areas shown include residential, commercial and industrial developments.

PRIME DEVELOPMENT AREAS

CHERRYVILLE
NORTH CAROLINA



LEGEND

- RESIDENTIAL
 - SINGLE-FAMILY
 - MULTI-FAMILY
- BUSINESS & SERVICE
 - CENTRAL BUSINESS DISTRICT
 - HIGHWAY BUSINESS
 - NEIGHBORHOOD BUSINESS
- MANUFACTURING
- SOCIAL & CULTURAL
- TRANSPORTATION

It should be noted that the present central business district has been designated as a prime development area -- although "redevelopment" would be more appropriate. As this is the "heart" of the Cherryville planning area it should be afforded every consideration in planning for its future rehabilitation.

Also, the residential area along South Mountain Street, south of Edgemont Street, has been classified as a prime development area. Here again, "redevelopment" might be more appropriate in view of housing conditions. Nevertheless, the rehabilitation of this area does necessitate its inclusion under the "prime" classification.

ANNEXATION

Annexation is a significant factor in the overall planning process and the growth of a municipality is dependent, to a large extent, upon expansion of its boundaries to include development in its fringe area. Areas proposed for annexation are shown on Map 11. The following descriptions are quite generalized and are not intended to designate exact boundaries. They indicate, by description and map reference, those areas that should be considered for annexation within the 20-year planning period. Additional studies will be necessary in order to determine economic feasibility and conformance with legal requirements.

AREA I -- located north of the present city limits between North Drive on the west and the present city limits on the south and west. The developed portions of this area have access to city water and sewer services (215 acres).

AREA II -- includes the triangular area west of North Cherry Street, Carolina Freight and two areas between N.C. 150 and the Seaboard Airline Railroad tracks. Water and sewer services are available; however, Carolina Freight obtains water from its own wells (109 acres).

PROPOSED ANNEXATION AREAS

Cheppyville
WATER SUPPLY



PROPOSED ANNEXATION AREAS

- AREA III -- begins at the eastern boundary of Area II and includes the area between development along the north side of N.C. 150 on the north, Love Road on the east and extends south of N.C. 277 on the south (76 acres).
- AREA IV -- begins at eastern boundaries of Area III and includes the area between N.C. 277 on the south, an unnamed road on the west (crossing the service road, railroad tracks and N.C. 150), Carolina Club on the north, and Roy Eaker Road on the west (60 acres).
- AREA V -- includes the area adjacent to the northwestern city limits and includes properties between Delview Road on the south, Blue Street on the west, and extends northward to include properties west of Oak Grove Drive (50 acres).
- AREA VI -- includes the area in the western sector between the present city limits on the east and south and properties on either side of N.C. 150 and Brown Street (65 acres).
- AREA VII -- in the southeastern sector includes properties along Mauney Road and extends westward to include those along N.C. 274 south of its intersection with South Pink Street (150 acres).
- AREA VIII -- in the eastern sector includes the area between the Carlton Mill Park on the west, and N.C. 277 on the north and east (110 acres).
- AREA IX -- in the northwestern sector includes properties along Delview Road, Delview Drive and Eaker Drive and Eaker Circle (174 acres).
- AREA X -- in the southern sector includes properties between Old Post Road on the west, the present city limits on the north, Area VII on the east, and the Lakeview Drive area on the south (281 acres).

SUMMARY

Guidelines for future growth must be established if orderly and progressive development is to occur. This is the purpose of the Land Development Plan. Therefore, certain areas have been designated for certain uses based on qualitative and quantitative standards. A summarization of the Land Development Plan proposals follows.

The first stage (through 1975) is being programmed as one of comparatively slow growth, acreage-wise. It, however, will be a most significant growth period in terms of preparing for the future. During the first five years of this period the following growth factors are foreseen:

1. Annexation of Areas I, II, and III as shown on Map 11 -- adding about 400 acres to the corporate limits and residential development of approximately 27 acres south of West Carrol Street and 40 acres east of North Pink Street and north of Houser Street.
2. Acquisition and/or development of recreation areas totaling about 15.5 acres (development of 11 acres north of Houser Street and acquisition and development of about 5 acres east of South Elementary School). Also, about 7.5 acres should be obtained for the expansion of the West Elementary School site and 3 acres for South Elementary School.
3. Preparation of a CBD Revitalization Plan and development of additional off-street parking facilities within the CBD.
4. Development of 72 acres of industrial land in the western sector south of N.C. 150.
5. Preparation and beginning implementation of a thoroughfare plan -- primarily improvements to N.C. 150 (14 acres).
6. Improvements to the electrical system.
7. Implementation of the comprehensive planning program to include, among other elements, preparation, adoption and enforcement of Subdivision Regulations and Zoning Ordinance.

8. Adoption and enforcement of Building and Housing Codes.
9. Formation of Cherryville Housing Authority and provision of low rent public housing.

Assuming that the aforementioned codes and ordinances (Building and Housing Codes, Subdivision Regulations and Zoning Ordinance) have been adopted and are being enforced and that the planning elements are being implemented, the second phase of the first ten-year period should include the following:

1. Continuation of the annexation program to include Area IV (approximately 160 acres) with residential development of about 71 acres (22 acres in the vicinity of South Mountain Street and South Elementary School, 5 acres south of Marshall Street, 5 acres east of Sigmon Street, 30 acres north of Craig Street and west of North Mountain Street, and 8 acres north of Brown Street).
2. Acquisition and development of an additional 19 acres for recreation purposes (5 acres in the vicinity of Craig, North Pine, Self and Delview Streets, 7 acres between the present city limits and the branch paralleling West Carrol Street, and 7 acres east of Pine Avenue).
3. Implementation of the CBD Plan and development of 12 commercial acres including 8 for the CBD, 3 acres at the N.C. 150 and Cherry Street intersection, and 1 acre adjacent to the drug store on East Academy Street.
4. Development of 60 industrial acres in the eastern sector (31 acres east of Cherry Street and north of the railroad tracks and 29 acres east of Carolina Freight).
5. Continuation of the thoroughfare plan implementation including the extension of West Academy Street to Cherry Street, the extension of Cherry Street to Hallman Road, extension of West First Street to Styers Street, extension of West Fourth Street to Houser Street, and the extension of Craig Street to West Fourth Street -- a total of approximately 6 acres.
6. Improvement of the overall sewerage system to include line additions and replacements and improvements to the lagoons.

The second ten-year period (through 1985) should see the years of most physical growth. Development patterns should be well established and adequate municipal services and facilities should be readily available to urbanizing areas. The central business district should, by now, have re-established itself as the commercial focal point for the planning area and its environs.

Development during 1975-80 should occur as follows:

1. Residential expansion of 158 acres plus the annexation of Area V (50 acres) and Area VI (65 acres). General residential development is foreseen south of West Ballard Avenue and west of Styers Street and north of Old Post Road (40 acres); the triangular area between Hallman Road and Pine Avenue (32 acres); the area north of Ridge Street between Oak Grove Road and John Quinn Road (23 acres); and the area east of Delview Drive and north of Delview Road (63 acres).
2. Recreational development should occur in the block bordered by West Ballard Avenue, South Elm and Edgemont Streets (3 acres) and in the northwestern sector of the planning area along the west side of N.C. 274 about one-half mile north of the city limits (7 acres).
3. Commercial development should occur at the intersection of Pine Avenue, Kenwood Road and Hallman Road (2 acres); at the intersection of Roy Eaker Road and Tot Dellinger Road (2 acres); and in the northwest corner of the Delview Road and North Drive intersection (2 acres).
4. Manufacturing development may be expected to occur in the western sector of the city (south of N.C. 150 between existing industrial complexes on the east and west and north of West Carroll Street -- 124 acres).
5. Transportation development during this five-year period should involve construction of two sections of the proposed outer loop since considerable growth is anticipated in the western, northern and southern sectors. They would involve the segment from N.C. 150 north and westward to tie in to N.C. 274 (north) and from N.C. 150 south and westward to N.C. 274 (south) -- a total of approximately 48 acres.

Phase 2 of the second ten-year period should include:

1. Annexation of Areas VII (150 acres), VIII (110 Acres), IX (174 acres) and X (281 acres). General residential development is foreseen between the development north of Houser Street Park and south of the northern section of the proposed outer loop (55 acres); east of Pine Avenue and south of Spinner Drive (55 acres); and east of South Pink Street and south of the present city limits (33 acres).

In addition to the above there are certain other areas that should be developed residentially. They, however, will in all probability develop after 1985. These areas are:

- east of Grove Road and north of Lakeview Drive (64 acres);
 - along both sides of N.C. 274 (north) and north of the present city limits (80 acres);
 - west of Grove Road and adjacent to the existing subdivision (40 acres).
2. Development of recreational areas should occur on J.C. Dellinger Road south of the outer loop (7 acres) and along Old Delview Road north of N.C. 150 (7 acres).
 3. Commercial development is expected to occur in the vicinity of the entrance to Black Road from N.C. 274 (1 acre); the northern section of the intersection of N.C. 150 and Old Delview Road (2 acres); the northern section of the intersection of N.C. 274 and Mauney Road (1 acre); and adjacent to the existing "snack bar" and service station on N.C. 274 (south) (2 acres) -- a total commercial development of 6 acres.
 4. Manufacturing development can be expected in the eastern sector south of N.C. 277 and east of the Carlton Mill Park (about 51 acres).
 5. Transportation development should include completion of the western portions of the proposed outer loop. This would involve the connection of N.C. 274 north and south by a loop beyond the areas of intensive development. About 21 acres would be utilized in this project.
 6. Formulation of plans to develop an elementary school on a 10-acre site south of Delview Road.

Tables 9 and 9A indicate the future acreage requirements by land use classification through 1985. The two methods used to calculate the future acreage needs were acres-per-100 persons and adjusted acres-per-100 (based on certain known variables, trends and desires). For planning purposes, the Land Development Plan has been based on the adjusted figures. These more accurately reflect the acreage needs of Cherryville and its planning area and are more amenable to general consensus of opinion as expressed by knowledgeable residents and development trends.

The acreages programmed are by no means "hard and fast". They are, however, meaningful in that they have been designed to serve as guidelines for future development patterns and should be treated accordingly.

CONCLUSIONS

The proposals for future land development and general growth for Cherryville are based on present deficiencies and future needs. Cherryville is rather a community unto itself and cannot be considered as having unusual appeal to people located beyond its immediate planning area. It is not a county seat -- which by tradition, acts as a "magnet" in attracting economic and social growth. It is "boxed in" by County Seats and/or regional centers -- e.g., Gastonia, Shelby and Lincolnton.

It therefore behooves Cherryville to plan for its future on the basis of its amenities -- the characteristically steady growth rate, its expanding industrial economic base, its plans to provide adequate recreation facilities, and the foresight to formulate policy and plans on which to base future development.

TABLE 9 ACREAGE NEEDS - CITY OF CHERRYVILLE

Land Use	ACRES PER 100 PERSONS			ACRES PER 100 ADJUSTED		
	FORMULA			Total		
	Developed Acres in City Now	Acres per 100 Persons Now	Additional Acres Needed by 1975 ²	Tot. Adtl. Acres Needed by 1985	Additional Acres Needed by 1975-1985	Acres Needed by 1985
Residential	412.80	10.18	110.96	113.00	223.96	98.0
Social and Cultural	73.50	1.81	19.73	20.09	39.82	27.5
Business and Service	28.20	.70	7.63	7.77	15.40	14.0
Manufacturing	65.10	1.61	17.55	17.87	35.42	70.5
Transportation ³	201.40	4.97	54.17	55.17	109.34	20.0
Total	781.00	19.27	210.04	213.90	423.94	230.0
						204.5
						434.5

¹Based on projected population increase of 1,089 from 1965-1975.²Based on projected population increase of 1,114 from 1975-1985.³Projections adjusted to reflect annexation of Carolina Freight into city.

Source: N. C. Division of Community Planning

TABLE 9A

ACREAGE NEEDS - FRINGE AREA

Land Use	ACRES PER 100 PERSONS					ACRES PER 100 ADJUSTED		
	FORMULA					Total		
	Developed Acres in Area Now	Acres per 100 Persons Now	Additional Acres Needed by 1975 ¹	Acres Needed by 1975-1985 ²	Tot. Adtl. Acres Needed by 1985	Additional Acres Needed by 1975	Additional Acres Needed by 1975-1985	Total Acres Needed by 1985
Residential	373.50	15.11	0	134.18	134.18	40.0	218.5	258.5
Social and Cultural	128.60	5.20	0	46.18	46.18	7.0	21.0	28.0
Business and Service	14.30	.59	0	5.24	5.24	0	8.0	8.0
Manufacturing	8.00	.32	0	2.84	2.84	61.5	68.5	13.0
Transportation ³	285.50	12.26	0	93.24	93.24	0	60.5	60.5
Total	809.90	32.80	0	281.68	261.68	108.5	376.5	485.0

¹Based on projected population decrease of 200 from 1965-1975 (due to annexation).

²Based on projected population increase of 888 from 1975-1985.

³Projections adjusted to reflect annexation of Carolina Freight into city.

Source: N. C. Division of Community Planning

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